



**PLANS COMMITTEE**

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To: Councillors Bebbington, Bentley, Campsall, Forrest (Vice-Chair), Fryer, Gaskell, Grimley, Lowe, Page (Chair), Seaton, Snartt, Tassell and Tillotson  
(For attention)

All other members of the Council  
(For information)

You are requested to attend the meeting of the Plans Committee to be held in the Preston Room, Woodgate Chambers on Thursday, 11th October 2018 at 5.00 pm for the following business.

Chief Executive

Southfields  
Loughborough

3rd October 2018

**AGENDA**

1. APOLOGIES
2. MINUTES OF PREVIOUS MEETING 4 - 7

The Committee is asked to confirm as a correct record the minutes of the meeting held on 20th September 2018.

3. QUESTIONS UNDER COMMITTEE PROCEDURE 12.8

No questions were submitted.

4. DISCLOSURES OF PECUNIARY AND PERSONAL INTERESTS

5. PLANNING APPLICATIONS

8 - 72

The list of planning applications to be considered at the meeting is appended.

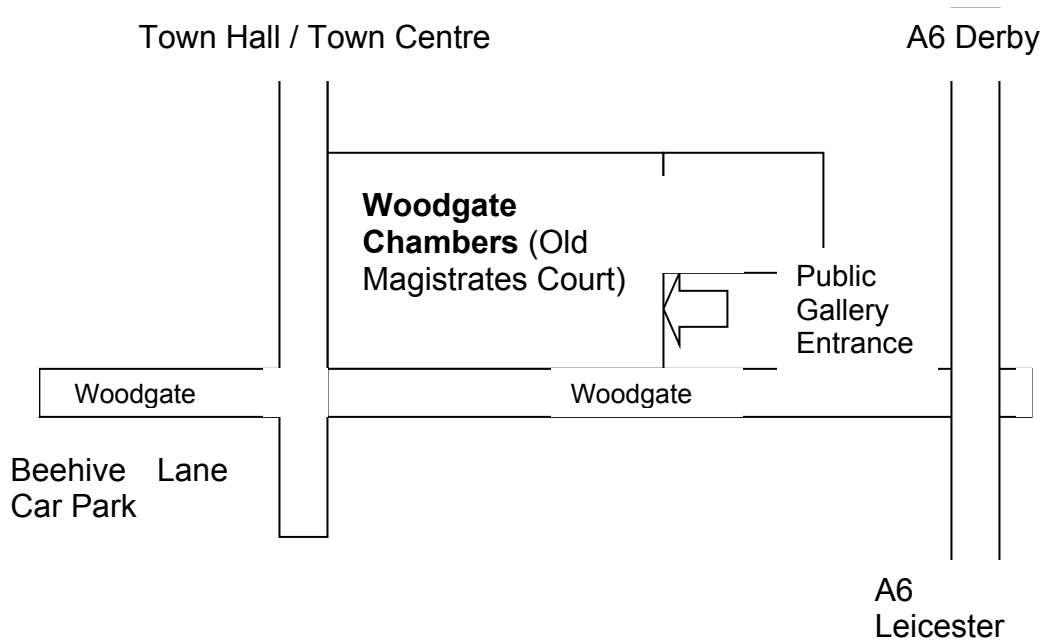
6. LIST OF APPLICATIONS DETERMINED UNDER DELEGATED POWERS

73 - 76

A list of applications determined under powers delegated to officers for the period from 10th September 2018 to 28th September 2018 is attached.

## WHERE TO FIND WOODGATE CHAMBERS

Woodgate Chambers  
70 Woodgate  
Loughborough  
Leicestershire  
LE11 2TZ



## PLANS COMMITTEE 20TH SEPTEMBER 2018

PRESENT: The Vice-chair (Councillor Forrest)  
Councillors Bebbington, Bentley, Campsall,  
Grimley, Lowe, Ranson, Savage, Seaton, Snartt,  
Tassell and Tillotson

Group Leader Development Management  
Team Leader Development Management  
Senior Planning Officer (DL)  
Principal Solicitor (KH)  
Democratic Services Officer (MH)

APOLOGIES: Councillors Fryer, Gaskell and Page

The Vice-chair stated that the meeting would be recorded and the sound recording subsequently made available via the Council's website. She also advised that, under the Openness of Local Government Bodies Regulations 2014, other people may film, record, tweet or blog from this meeting, and the use of any such images or sound recordings was not under the Council's control.

### 22. MINUTES OF PREVIOUS MEETING

The minutes of the meeting held on 23rd August 2018 were confirmed as a correct record and signed.

### 23. QUESTIONS UNDER COMMITTEE PROCEDURE 12.8

No questions were submitted.

### 24. DISCLOSURES OF PECUNIARY AND PERSONAL INTERESTS

The following disclosures were made:

- (i) by Councillor Bentley – a personal interest in application P/18/1251/2 as a member of Leicestershire County Council as the application had been submitted on its behalf; however he retained an open mind;
- (ii) by Councillor Campsall – a personal interest in application P/18/1548/2 as he knew one of the objectors; however he retained an open mind;
- (iii) by Councillor Forrest – a disclosure under the Planning Code of Good Practice regarding application P/18/1548/2 that she had been involved in the application as a ward councillor and did not have an open mind;
- (iv) by Councillor Lowe – a personal interest in application P/18/1251/2 as the application was in his ward; however Thurmaston Parish Council had made no comments on the application and he retained an open mind;
- (v) by Councillor Seaton – a personal interest in application P/18/1251/2 as a member of Leicestershire County Council and as the application was in her ward; however Thurmaston Parish Council had made no comments on the application and she retained an open mind;

- (vi) by Councillor Tillotson – a disclosure under the Planning Code of Good Practice regarding application P/18/1548/2 that she would be speaking on the application in her capacity as ward councillor.

25. APPOINTMENT OF CHAIR

The Chair, Councillor Page, had given his apologies for the meeting and the Vice-chair, Councillor Forrest, had made a disclosure under the Planning Code of Good Practice and would be withdrawing from the meeting during the consideration of application P/18/1548/2. It was therefore necessary for the Committee to appoint a councillor to chair the meeting during the consideration of that application.

**RESOLVED** that Councillor Ranson be appointed to chair the meeting during the consideration of application P/18/1548/2.

26. PLANNING APPLICATIONS

Reports of the Head of Planning and Regeneration, setting out applications for planning permission, were submitted (items 1 to 3 in the appendix to the agenda filed with these minutes). An Additional Items report in respect of application P/18/1251/2 was also submitted (also filed with these minutes).

In accordance with the procedure for public speaking at meetings, the following objectors and representative of the applicant attended the meeting and expressed their views:

- (i) Ms Carol Cuttill and Ms Emma Zanotti (objectors) and Mr Stephen Bradwell (on behalf of the applicant) in respect of application P/18/1548/2.

In accordance with the procedure for Borough Councillors speaking at Plans Committee meetings, the following Councillors attended the meeting and expressed their views:

- (i) Councillor Tillotson in respect of application P/18/1548/2;
- (ii) Councillor Taylor in respect of application P/18/1397/2.

Having made a disclosure under the Planning Code of Good Practice Councillor Forrest left the meeting room during the consideration of application P/18/1548/2 (Mr A. Bailey, 22 Carington Street, Loughborough) and Councillor Ranson took the chair.

Having made a disclosure under the Planning Code of Good Practice Councillor Tillotson left the Committee table during the consideration of application P/18/1548/2 (Mr A. Bailey, 22 Carington Street, Loughborough).

In respect of application P/18/1548/2 (Mr A. Bailey, 22 Carington Street, Loughborough), officers highlighted an error on page 14 of the agenda. The number of required off-street car parking places was 3 and not 4 as stated in the report.

In respect of application P/18/1548/2 (Mr A. Bailey, 22 Carington Street, Loughborough), it was proposed that planning permission be granted in accordance

with the recommendations set out in the report of the Head of Planning and Regeneration. The motion was defeated.

Following the consideration of application P/18/1548/2 (Mr A. Bailey, 22 Carington Street, Loughborough) Councillor Forrest resumed the chair for the remainder of the meeting.

## **RESOLVED**

1. that, in respect of application P/18/1548/2 (Mr A. Bailey, 22 Carington Street, Loughborough), planning permission be refused, contrary to the recommendation of the Head of Planning and Regeneration, for the following reason:
  - In the opinion of the Local Planning Authority it is considered that the proposed development would damage the social and physical character and amenity of the local area and generate noise and disturbance which is detrimental to local residential amenity contrary to Policies CS2 and CS4 of the Charnwood Local Plan (2011-2028) Core Strategy and Policy EV/1 of the Borough of Charnwood Local Plan;
2. that, in respect of application P/18/1397/2 (Mr Sharp, 1 Woodgon Road, Anstey), planning permission be granted subject to the conditions, reasons and advice notes set out in the report of the Head of Planning and Regeneration;
3. that, in respect of application P/18/1251/2 (Kier Construction Central, Bishop Ellis Roman Catholic Primary School, Barkby Thorpe Lane, Thurmaston), planning permission be granted subject to the conditions, reasons and advice notes set out in the report of the Head of Planning and Regeneration and to the following:
  - the amendment set out in the Additional Items report to delete condition 12 and replace it with two additional conditions;
  - an additional advice note requesting that the applicants communicate with Thurmaston Parish Council throughout the project.

## 27. LIST OF APPLICATIONS DETERMINED UNDER DELEGATED POWERS

A list of applications determined under powers delegated to officers for the period from 13th August 2018 to 6th September 2018 was submitted (item 6 on the agenda filed with these minutes).

A member of the Committee sought further information in respect of application P/18/0658/2 (7-8 Market Place, Shepshed).

Members of the Committee questioned the purpose of the report as the decisions had already been made.

NOTES:

1. No reference may be made to these minutes at the Council meeting on 5th November 2018 unless notice to that effect is given to the Democratic Services Manager by five members of the Council by noon on the fifth working day following publication of these minutes.
2. These minutes are subject to confirmation as a correct record at the next meeting of the Plans Committee.

## Charnwood Borough Council

### Plans Committee – 11th October 2018

#### Index of Committee Items

Item	Application No	Applicant and Location, Description	Recommendation	Page
1	P/18/1269/2	<p>Leicester City Football Club Ltd                      Park Hill Golf Club                      Park Hill Lane                      Seagrave                      Leicestershire                      LE12 7NG</p> <p>Demolition of existing buildings and erection of a new football training facility (Sui Generis) comprising grass and artificial turf football pitches, multi-use training and ancillary uses building including 30no. bedrooms for players and dining facilities, indoor training pitch with associated facilities, show pitch with 499 seat spectator stand, multi-sports hall building, parents' pavilion, grounds maintenance buildings; sports turf academy building; security lodge building; 9-hole golf course; site plant and energy centre, including combined heat and power plant; landscaping, including shrubs, hedging, trees, ponds, area of hardstanding, lighting and access routes; floodlighting; secure boundary treatments including fencing, lighting and CCTV; and associated access, car parking and other works.</p>	Grant Conditionally	9
2	P/18/1397/2	<p>Mr Sharp                      1 Woodgon Road                      Anstey                      LE7 7EQ</p> <p>Conversion of single C3 dwelling to 3 C3 self-contained flats comprising 1 x 1 bed and 2 x 2 bed and erection of first floor extension to rear</p>	Grant Conditionally	63



Item No. 1

**Application Reference Number P/18/1269/2**

<b>Application Type:</b>	Full	<b>Date Valid:</b>	22/06/2018
<b>Applicant:</b>	Leicester City Football Club Ltd		
<b>Proposal:</b>	Demolition of existing buildings and erection of a new football training facility (Sui Generis) comprising grass and artificial turf football pitches, multi-use training and ancillary uses building including 30no. bedrooms for players and dining facilities, indoor training pitch with associated facilities, show pitch with 499 seat spectator stand, multi-sports hall building, parents' pavilion, grounds maintenance buildings; sports turf academy building; security lodge building; 9-hole golf course; site plant and energy centre, including combined heat and power plant; landscaping, including shrubs, hedging, trees, ponds, areas of hardstanding, lighting and access routes; floodlighting; secure boundary treatments including fencing, lighting and CCTV; and associated access, car parking and other works.		
<b>Location:</b>	Park Hill Golf Club Park Hill Lane Seagrave Leicestershire LE12 7NG		
<b>Parish:</b>	Cossington, Ratcliffe on the Wreake, Seagrave, Sileby	<b>Ward:</b>	Sileby, Wreake Villages
<b>Case Officer:</b>	Jacqueline Jackson	<b>Tel No:</b>	01509 634740

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The application has been brought to Plans Committee as in the opinion of the Head of Planning and Regeneration it is an application of significant public interest.

**Description of the Application**

The application site is approximately 75 hectares and comprises the former Park Hill Golf Club and fishing centre. The site is accessed from Park Hill Lane which borders the site to the north. The A46 dual carriageway is immediately to the east of the site with agricultural farmland to the south. Sileby Brook borders the site to the west.

Seagrave is the closest village and is located to the north west of the site, with Sileby and Thrussington further away to the south west and east respectively. There are two residential dwellings which border the site to the north.

The site is a former 18 hole golf course with associated facilities, which closed in January 2018. Due to its previous use the site is predominantly open grassland, with a number of ponds and mature vegetation and trees. The current site has hard standing for approximately 200 cars adjacent to the existing club house. There is also a Public

Bridleway which cuts through the site, connecting Park Hill Lane with Ratcliffe Road via Ratcliffe College.

The planning application seeks full planning permission for the demolition of all existing buildings on-site with the exception of the existing residential dwelling located adjacent to the primary access. The development would then comprise earthworks and the erection of a new football training facility (a Sui Generis use) comprising grass and artificial turf football pitches, a multi-use training and ancillary uses building (12,474 m<sup>2</sup>, over 3 floors), including 30 bedrooms for players together with dining facilities, an indoor training pitch with associated facilities (9,175 m<sup>2</sup>), show pitch with 499 seat spectator stand, multi-sports hall building (891m<sup>2</sup>), parents' pavilion (179 m<sup>2</sup>), grounds maintenance buildings (1,093 m<sup>2</sup>); sports turf academy building (1,726 m<sup>2</sup>, over 2 floors), security lodge building (61 m<sup>2</sup>); 9-hole golf course; site plant and energy centre, including combined heat and power plant; landscaping, including shrubs, hedging, trees, ponds, area of hardstanding, lighting and access routes; floodlighting; secure boundary treatments including fencing, lighting and CCTV; and associated access, car parking and other works.

In summary, the final proposal for the site includes:

- 12 x full size football pitches, including 10 grass pitches, 1 external artificial pitch and 1 indoor artificial pitch;
- 6 x part sized grass pitches;
- 2 x artificial caged pitches;
- 2 x goal keeper areas;
- 1 x attacking area;
- 5 x warm-up and technical training areas;
- Associated external goal storage areas and players benches;
- Sports Hall;
- Indoor Pitch building including Media/Parents facilities;
- First Team / Academy Training Centre Building with changing and training facilities, hydrotherapy, medical and rehabilitation, dining facilities, education facilities, offices, 30 x bedrooms for players and management, offices, plant and back of house facilities and other associated accommodation;
- Ancillary buildings, including security and maintenance facilities, parents pavilion and incoming services enclosures;
- Ground maintenance machinery store and Energy Centre, including Combined Heat and Power Plant and external open storage bays;
- 421 x parking spaces, including 8 coach parking spaces, disabled spaces and Electric Vehicle charging spaces;
- Sports Turf Academy / ground maintenance building and show pitch changing facilities; and
- Covered show pitch stand with 499 seats, spectators' toilets, elevated camera platform and player benches.

The proposed development would operate throughout the year with most activity taking place within the football season. Weekday usage will primarily be the first team and development phase squad who will spend most of the day at the training centre with foundation phases arriving for training in the afternoon and early evening. As such although there may be some overlap, the majority of the first team will have left before the

younger teams arrive. At weekends, most activity will be academy home matches. There will be limited first team presence other than potential rehabilitation work for injured players. The proposed training centre includes 30 accommodation rooms for first team use and, as a result, players may stay overnight prior to being transferred by bus to matches. The 499 seat spectator stand will be used for U23 and U18 matches which will take place on a Saturday afternoon or Monday evening. These will be ticketed events which will occur up to 35 times a season.

The proposed site layout is indicated on the submitted masterplan and the design philosophy and evolution is set out in detail in the submitted Design and Access Statement.

In accordance with the Environmental Impact Regulations the application was accompanied by an Environmental Statement which assesses the likely impacts arising as a result of the development, including during the construction and operational phases. The Environmental Statement considered the impacts on the following:

- Alternatives and Design Evolution
- Construction Methodology and Phasing
- Socio-economic
- Traffic and transportation
- Ecology
- Landscape and visual impact
- Archaeology and built heritage
- Noise and vibration
- Air Quality
- Water environment and flood risk
- Arboriculture
- Cumulative effect
- Mitigation measures and residual effects.

Further environmental information has also been submitted to the Environmental Statement since the application was received. The necessary consultations on this additional information were subsequently undertaken.

The Environmental Statement is extensive and the documents are available for members to view on the Council's Website. Conclusions of the Environmental Statement are considered later in this report.

The planning application also includes the following information in support of the proposal:

- Full suite of existing and proposed plans, providing the details of the masterplan, landscaping and all buildings on site
- Design and Access Statement
- Landscape Design and Access Statement
- Planning Supporting Statement
- Statement of Community Consultation
- Sports and Recreational Facilities Audit
- Benefits Statement

- Geo-environmental Desktop Report
- Ground Investigation Report
- Remediation Strategy
- Surface Water Drainage Strategy
- Energy Statement
- Light Spill Report.

The submitted Design and Access Statement and the Planning Statement set out the applicants' approach to developing the site with regard to a vision, analysis, development concept and the overall layout and master planning of the proposal. The documentation demonstrates that the design process has been informed by the site layout, setting and context, the site's relationship to the surrounding areas, as well as the site's features and assets. The design process has also benefited from an independent design review which is also detailed in the Design and Access statement and is considered later in this report.

### Environmental Statement Conclusions

Environmental Impact Assessment (EIA) is a process undertaken in respect of certain types of development prior to the grant of planning permission. It provides a means of drawing together the findings from a systematic analysis of the likely significant environmental effects of a scheme to assist Local Planning Authorities, statutory consultees and other key stakeholders in their understanding of the impacts arising from the development.

The individual chapters of the Environmental Statement each conclude the proposed development would not result in a significant detrimental impact when taking into account appropriate safeguards, mitigation and the enhancements proposed. With regard to the Cumulative Effects, the environmental statement concludes that for the construction phase of the development there is the potential for in-combination construction phase Type 1 cumulative effects to arise in relation to local highway, public transport, pedestrian and cycle network users.

Individual residual effects with the potential to give rise to a significant Type 1 cumulative effect are predominantly expected to relate to the interaction between temporary adverse construction (nuisance) impacts.

The combined construction phase effects are considered to be significant, although they are temporary and so would only be experienced during the demolition and construction works. As the demolition and construction works and phasing progress then the location and severity of the cumulative effect is expected to be varied in magnitude and duration. Although the potential for a Type 1 cumulative effect arising from construction impacts has been identified, this will be temporary and limited to certain elements of the demolition/construction phase. The identified effect is typical of such a construction project, and the Environmental Statement has identified a number of key mitigation measures to be employed during the construction phase to mitigate and minimise construction impacts. These mitigation measures are expected to be secured by a Construction Environmental Management Plan which is standard construction prior to determination of the application, or secured as a planning condition. With regards to the operational phase the ES concludes there is the potential for in-combination operational phase Type 1 cumulative effects to arise in relation to the following receptor groups:

- Neighbouring residential properties, local business, and education/community facilities;
- Visitors and workers at the Site; and
- Local highway, public transport, pedestrian and cycle network users.

The interaction between residual socio-economic, flood risk, landscape/visual and noise effects of the proposed development on local residents and other occupiers is expected to give rise to some cumulative effects, albeit in limited circumstances. The interaction between the various elements is likely to be complex and varied, depending upon a range of factors such as the specific location of the residents and how they interact with the Site and the wider socioeconomic environment. As such, it is not likely that one typical effect can be concluded, and a range of cumulative effects might be expected as shown in Table 15.2. Although at times adverse effects may be experienced, it is not considered that these are significant and such effects will be appropriately controlled through the design and planning processes, and specific measures subject to planning conditions as appropriate.

The cumulative effect on neighbouring commercial properties is considered to be beneficial and long-term, with the addition of new economic activity to the area which in turn will bring socio-economic benefits to the wider area.

The impact on local highway, public transport, pedestrian and cycle network users is again likely to be complex and varied, depending upon a range of factors such as the specific location of the transport groups and how they interact with the Site and the wider transport network. As such, it is not likely that one typical effect can be concluded, although the cumulative effect of the impacts identified is expected to be adverse and potentially significant for certain receptors. Although at times adverse effects may be experienced, primarily as a result of severance and landscape impacts in limited locations, such effects have been considered through the design process with the intention to minimise impacts on local receptors. The interaction between residual effects on a range of local receptors is considered to be both adverse and beneficial, as discussed above. The interaction between these effects on local receptors might be expected to vary according to a range of factors. The receptors would include those in the local area, and also in the wider sub-regional area. The extent and magnitude of these cumulative effects would again be expected to vary as shown in Table 15.2 of the Environmental Statement. Where relevant, the individual residual effects which contribute to the potential cumulation have been considered within the Environmental Statement and mitigated where necessary and feasible.

A full copy of the Environmental Statement, along with an Executive Summary, is available on the planning file, via the Borough Council's website.

## **Development Plan Policies**

### Charnwood Local Plan Core Strategy 2011-2028 (Adopted 9th November 2015)

Policy CS1 – Development Strategy sets out the development strategy for the Borough confirming the role of Loughborough as the largest town in Charnwood and its role as the main focal point for housing, shopping, culture, leisure and business.

Policy CS2 – High Quality Design requires developments to make a positive contribution to Charnwood, reinforcing a sense of place. Development should respect and enhance the character of the area, having regard to scale, massing, height, landscape, layout, materials and access; protect the amenity of people who live or work nearby, provide attractive well managed public and private spaces; well defined and legible streets and spaces and reduce their impact on climate change. Major development should be subject to Design Review.

Policy CS6 – Employment and Economic Development states that the Council will deliver up to 75 hectares of land between 2011 and 2028 for strategic employment purposes, will provide opportunities for manufacturing businesses to develop, relocate and expand, will promote business and employment opportunities that are accessible to Priority Neighbourhoods, and will support major employment opportunities in locations where they reduce journeys to work by car.

Policy CS10 – Rural Economic Growth states that the Council will maximise the potential for our rural economies by supporting the sustainable growth and expansion of businesses in rural areas and supporting tourism and leisure facilities.

Policy CS11 – Landscape and Countryside seeks to support and protect our landscape and countryside.

Policy CS12 – Green infrastructure seeks to protect and enhance our Urban Green Infrastructure Enhancement Areas by enhancing our network of green infrastructure assets through our strategic developments, addressing the identified needs in open space provision and supporting development.

Policy CS13 – Biodiversity and Geodiversity seeks to conserve and enhance the natural environment and to ensure development takes into account impact on recognised features.

Policy CS14 – Heritage sets out to conserve and enhance our historic assets for their own value and the community, environmental and economic contribution they make.

Policy CS15 – Open Space, Sports and Recreation deals with open space and seeks to retain open space, sport and recreation facilities unless they are clearly surplus to requirements or replacement provision of at least equal quantity and quality will be made in a suitable location. The policy also states the Council will respond positively to development which contributes to open space, sport and recreation provision.

Policy CS16 – Sustainable Construction and Energy supports sustainable design and construction techniques. It also encourages the effective use of land by reusing land that has been previously developed.

Policy CS17 – Sustainable Transport seeks a 6% shift from travel by private car to sustainable modes by requiring major developments to provide access to key facilities by safe and well-lit routes for walking and cycling that are integrated with the wider green infrastructure network.

Policy CS18 – The Local and Strategic Highway Network seeks to ensure that appropriate highway improvements are delivered and applications are supported by appropriate Transport Assessments.

Policy CS24 – Delivering Infrastructure seeks to ensure that development contributes to the reasonable costs of on site, and where appropriate off site, infrastructure, arising from the proposal through the use of Section 106 Agreements. This is so the local impacts of developments will have been reasonably managed and mitigated.

Policy CS25 – Presumption in Favour of Sustainable Development sets out a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF).

Borough of Charnwood Local Plan 1991-2026 (adopted 12th January 2004) (saved policies)

The policies relevant to this proposal include:

Policy EV/1 – Design seeks to ensure a high standard of design for developments which respect the character of the area, nearby occupiers, and is compatible in mass, scale, layout, whilst using landforms and other natural features. It should meet the needs of all groups and create safe places for people.

Policy EV/31 – Sewage Disposal Capacity seeks to ensure that development proposals address capacity within the foul drainage network.

Policy ST/2 – Limits to Development: This policy restricts development to within the existing Limits to Development boundaries of existing settlements, subject to specific exceptions, to ensure that development needs can be met without harm to the countryside or other rural interests.

Policy TR/18 – Parking in New Development seeks to set the maximum standards by which development should provide for off street car parking dependent on floor space or dwelling numbers.

Policy CT/1 – General Principles for Areas of Countryside, Green Wedge and Local Separation: This policy seeks to strictly control development in Green Wedges and Areas of Countryside and Separation. It sets out the criteria against which to assess proposals for development. This is limited to small scale developments and re-use and adaptation of rural buildings for uses suitable in scale and nature. The exceptions are agricultural or forestry proposals, facilitation of the rural economy, improving recreational facilities, and implementing strategically important schemes for mineral related uses, transport infrastructure, and for public services or utilities.

Policy CT/2 – Development in the Countryside: This policy seeks to ensure that developments that are acceptable in principle do not harm the character and appearance of the countryside and safeguard its historic nature conservation, amenity and other local interest.

Leicestershire Minerals Core Strategy and Development Control Policies document (2009)

The Leicestershire Minerals Development Framework Core Strategy sets out the policies and proposals for the development and use of land for minerals within the framework area. It sets the key principles to guide the future of winning and working minerals in the County. There are no known minerals issues within the development site.

**Other material planning considerations**

National Planning Policy Framework, 2018 (The Framework)

The Framework is an important material planning consideration in the determination of planning applications. It sets out the Government's planning policies for England, how these are expected to be applied and taken into account in the preparation of local and neighbourhood plans, and as a material consideration in the determination of planning decisions.

The Framework states that the purpose of the planning system is to contribute to the achievement of sustainable development and that there are 3 dimensions to this:

- An economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places to support growth and innovation;
- A social role – supporting strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations, and by creating a high quality built development with accessible local services; and
- An environmental role – contributing to protecting and enhancing our natural, built and historic environment.

The presumption in favour of sustainable development is explained further in paragraph 11 which advises decision should apply a presumption in favour of sustainable development by approving development proposal which accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for the determination of the application are out-of-date grant permission unless:

- the application of policies in the Framework that protect area or assets of particular importance provides a clear reason for refusing the development proposed; or
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

Paragraphs 54-56 of the Framework makes reference to planning obligations and conditions and states planning obligations should only be used where it is not possible to address the unacceptable impacts through conditions. Planning conditions should be kept to a minimum and only imposed when they are necessary, relevant to planning and to the development being permitted, enforceable, precise and reasonable in all other respects. Planning obligations must only be sought if they are necessary to make the development acceptable, directly related to the development and fairly and reasonably related in scale and kind to the development.



Section 6 deals with building a strong, competitive economy and advises significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 80).

Paragraph 83 confirms that planning policies and decisions should enable:

- a) The sustainable growth and expansion of all types of businesses in rural areas, both through conversion of existing buildings and well-designed new buildings;
- b) The development and diversification of agricultural and other land-based rural businesses;
- c) Sustainable rural tourism and leisure development which respect the character of the countryside; and
- d) The retention and development of accessible local services and community facilities, such as local shops, meeting places, sport venues, open space, cultural buildings, public houses and places of worship.

Paragraph 96 confirms that access to high quality open space and opportunities for sport and physical activity is important for the health and wellbeing of communities.

Paragraph 97 confirms that open space sport and recreation buildings and land, including playing fields, should not be built on unless:

- a) An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- b) The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- c) The development is for an alternative sport and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

Paragraph 109 confirms that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe.

Section 12 provides guidance on achieving well-designed places, stating the creating of high quality buildings and places is fundamental to what the planning and development process should achieve and that good design is a key aspect of sustainable development (paragraph 124).

Section 15 provides guidance in relation to conserving and enhancing the natural environment, with paragraphs 175 – 176 particularly relevant, as they set out the principles local planning authorities should apply when considering issues such as biodiversity and geodiversity.

Section 16 relating to 'Conserving and enhancing the historic environment' sets out how planning authorities should assess the impacts of development on the historic environment (paragraphs 189-202).

### Planning Practice Guidance

This was launched as a web based resource, and replaces a list of previous practice guidance documents and notes, as planning guidance for England. It consolidates guidance on various topics into one location and condenses previous guidance on various planning related issues. The guidance also sets out relevant advice on aspects of flooding, air quality, noise, design, the setting and significance of heritage assets, landscape, contaminated land, Community Infrastructure Levy, transport assessments and travel plans, supporting the national policy context as set out in the Framework.

### Leading in Design Supplementary Planning Document (February 2006)

This document encourages and provides guidance on achieving high quality design in new development.

### Leicestershire Highway Design Guidance

This document provides guidance on highway related infrastructure requirements for new development.

### Planning (Listed Buildings and Conservation Areas) Act 1990

The Planning (Listed Buildings and Conservation Areas) Act 1990 requires that in exercising an Authority's planning function special attention shall be paid to the desirability of preserving or enhancing the character or appearance of heritage assets.

### The Community Infrastructure Levy Regulations 2010 (As amended)

The Community Infrastructure Levy (CIL) places the Government's policy tests on the use of planning obligations into law. It is unlawful for a planning obligation to be a reason for granting planning permission when determining a planning application for a development, or part of a development, that is capable of being charged CIL, whether or not there is a local CIL in operation, if the obligation does not meet all of the following tests:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

### Environmental Impact Assessment Regulations (2017)

The Environmental Impact Assessment Regulations set out the parameters, procedures and regulatory detail associated with the screening, scoping and preparation of an Environmental Statement and the consideration of significant environmental effects of development, together with any mitigation measures.

### Seagrave Conservation Area Character Appraisal (2010)

This document examines the historic development of the conservation area and describes its current appearance in order to assess its special architectural and historical interest

### Charnwood Landscape Character Assessment (2010)

This document provides an analysis of the various landscape typologies within the Borough and associated guidelines for their protection and enhancement. The document was produced to encourage high quality, sustainable development proposals, and to inform decisions on development proposals in the area.

### Charnwood Open Spaces, Sport and Recreation Study (2010 / 2013)

This document assesses the provision and demand for a variety of open spaces within the Borough between 2011 and 2028.

### Conservation of Habitat and Species Regulations 2010 (as amended)

These Regulations contain certain prohibitions against activities affecting European Protected Species, such as bats. These include prohibitions against the deliberate capturing, killing or disturbance and against the damage or destruction of a breeding site or resting place of such an animal. The Habitats Directive and Regulations provides for the derogation from these prohibitions in certain circumstances. Natural England is the body primarily responsible for enforcing these prohibitions and is responsible for a separate licensing regime that allows what would otherwise be an unlawful act to be carried out lawfully.

The Council as local planning authority is obliged in considering whether to grant planning permission to have regard to the requirements of the Habitats Directive and Regulations in so far as they may be affected by the grant of planning permission. Where the prohibitions in the Regulations will be offended (for example where European Protected Species will be disturbed by the development) then the Council is obliged to consider the likelihood of a licence being subsequently issued by Natural England and the “three tests” under the Regulations being satisfied. Natural England will grant a licence where the following three tests are met:

1. There are “imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the environment”;
2. there is no satisfactory alternative; and
3. the action authorised will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range

The Supreme Court has clarified that that it could not see why planning permission should not ordinarily be granted unless it is concluded that the proposed development is unlikely to be issued a license by Natural England. The fact that Natural England is not objecting to the application is not determinative of this issue as Natural England has referred to its generic Standing Advice for protected species.

### Crime and Disorder Act 1998

The Crime and Disorder Act 1998 places a duty on the local planning authority to do all that it reasonably can to prevent crime and disorder in its area. The potential impact on

community safety is therefore a material consideration in the determination of this planning application.

### **Relevant Planning History**

There is a range of planning history relating to the application site and the former golf course on the site which can be viewed on the planning register. However, there have been no recent planning permissions on the site that would directly relate to the consideration of this application.

### **Responses of Statutory Consultees**

#### Sport England

Sport England has confirmed no objection to this application. They would however expect that the proposal will be assessed against the latest assessment of the supply and demand for golf in the area and appropriate mitigation secured to compensate for that which would be lost under the requirement of paragraph 74 of NPPF (2012).

As part of their consultation response Sport England took opportunity to consult the Football Foundation (FF) (who act on behalf of the Football Association) and England Golf. In summary The Football Foundation advise the proposal would see the construction of a high quality football training ground for Leicester City Football Club. Although community access will be limited due to its nature of focusing on the 1st Team and Academy, this will be a superb facility for elite football in Leicestershire. They confirm the Football Foundation, on behalf of The FA, is supportive of this project.

England Golf advised that they had recently had input into the emerging Playing Pitch Strategy for Charnwood and their overall analysis didn't suggest that there was an oversupply of golf facilities in the area. They consider there is a demand for golf across both club and impendent segments, providing a variety of opportunities for the existing clubs and facilities. Based on this they would not want to lose this facility but appreciate that the owner has taken the decision to close. England Golf consider the existing membership have already been catered for through other local facilities, which deals with one of their main concerns. However, if the plan goes ahead and a 9 hole course remains on site, it will be for the football players only. The proposal would also result in the loss of a driving range and Par 3 course, which only leaves one other club offering playing opportunities outside of 18 hole golf. Finally Golf England confirmed they understand the need for the development and don't want to delay progress, but would like to protect some of the entry level facilities that provide more informal playing opportunities.

Notwithstanding the above concerns regarding the assessment of the impacts on Golf in the area, Sport England confirmed that it does not wish to raise an objection to this application.

#### Highways England

Highways England has raised no objection to the application, subject to planning conditions being attached to any approval of planning permission. In their detailed response Highways England has confirmed that they are happy with the Trip Generation

rates and A46/Park Hill Lane/Seagrave Road junction capacity, and are content the issue relating to the proposed junction mitigation scheme at A46/Parkhill Lane/ Seagrave Road Junction can be managed at the detailed design stage.

Leicestershire County Council (Local Highway Authority)

The Local Highway Authority considers that the residual cumulative impacts of development can be mitigated and are not considered severe in accordance with the National Planning Policy Framework 2018 (NPPF), subject to the planning conditions and planning obligations outlined in their detailed comments.

Leicestershire County Council (Lead Local Flood Authority)

The Lead Local Flood Authority has confirmed the proposed development would be considered acceptable providing its suggested conditions are attached to any planning permission granted.

Leicestershire County Council (Public Rights Of Way)

The PROW officer has confirmed they have no objection to the application. They have advised the Public Bridleway needs to be diverted to enable the development to take place. A diversion application should be submitted under the Town and Country Planning Act 1990.

Natural England

Natural England has confirmed they have no objections as the proposal will not have significant adverse impacts on designated sites.

Environment Agency

The Environment Agency has reviewed the submitted report and additional information and is satisfied that the applicant has investigated the suitability of discharging to a public foul sewer and that the provision of on-site Package Sewage Treatment Plants is a feasible option. The Environment Agency therefore has no objection to the proposals as submitted. The discharges from the Package Sewage Treatment Plants will require a Permit under The Environmental Permitting (England and Wales) Regulations 2016.

Seagrave Parish Council

Seagrave Parish Council objects to the application for the reasons summarised below:

- The development conflicts with the strategic objectives set out within policies CS1, CS8, CS9, CS11, CS12, CS13, CS15 and CS17.
- The development will generate an increase in traffic in an area which is not served by public transport and there are no footpaths or cycle ways up to the entrance. The A46/Seagrave/Thrussington junction is considered to be unsafe and the development should not be allowed to progress until junction improvements by the provision of a flyover or roundabout have been secured.

- They have raised concerns about the re-siting of the access over common land which will result in the destruction of greenery
- If allowed the parish council request –
  - A flyover is installed on the A46 junction,
  - A chicane type single passing point be installed on Swan Street/ Butchers Lane
  - A vehicle activated speed sign is installed at both ends of the village
  - Rumble strips are put on either end of Swan Street and Butchers Lane
  - No construction traffic is allowed to come through the village.
- the impact of the proposal on the tranquillity of the area. The level of noise and light will exceed the golf course, particularly the 499 seat stadium. Accordingly the parish council request the stadium is relocated to the east.
- As a closed facility the proposal will make no contribution towards meeting need of local people and will result in the loss of the golf course which was not surplus to requirements.
- The installation of a security fence will be unattractive
- the loss of established trees on the site and the impact on wildlife and biodiversity.
- disappointed that no approach has been made to the Parish Council concerning the proposals to use common land on Park Hill to re site the access to the facility. As the land is not registered, any proposals should be discussed with the Parish Council, the Borough Council and the County Council.

#### Thrussington Parish Council

Thrussington Parish Council raises objections relating to road safety concerns. Whilst it does not object to the actual development the Parish Council has major concerns about the access to the site, particularly the A46 Seagrave/Thrussington junction.

The Parish Council highlight the site is within a countryside location and is not well serviced by public transport, so the reality is that all visitors and workers will have to rely on the use of private vehicles. There are no footpaths or cycle ways up to the entrance to the proposed development so it is unlikely to be accessed by pedestrians or cyclists. They consider the A46 Seagrave/Thrussington junction to be an unsafe junction and when the Park Hill Golf Club was originally proposed in 1991, the Department of Transport recommended refusal of the club until a flyover had been constructed. The volume and speed of traffic has increased significantly since that time and it is felt that until such a time as the junction has been improved by the provision of a flyover or roundabout that no development should be permitted. The Parish Council also highlight the plans for the access road show the entrance encroaching onto common land that is obviously not in the ownership of the applicant and will result in the destruction of some established bushes.

#### Sileby Parish Council

Sileby Parish Council has raised no objections to the application. It has confirmed general support for the development but consider that the construction traffic follows the agreed route and that it is policed and that there also needs to be clear signage. They also wish to be fully engaged in the S106 process. Through Sileby Parish Council, the Sileby Neighbourhood Plan Transport Theme Group have highlighted that it will be inevitable that traffic leaving the proposed facility and heading South will choose, at peak times especially, to travel through Sileby rather than cross the A46. This will add significantly to

the already congested traffic flows through the village. They highlight a significant amount of work has been undertaken in the preparation of the Neighbourhood Plan to demonstrate the over-capacity of the local road network and the Parish Council is concerned that the extra traffic generated through the use of this facility will make a bad situation worse. It therefore requests that a Transport Statement is prepared and the Parish Council is consulted in its preparation to ensure that the measures considered whilst gathering evidence for the Neighbourhood Plan are incorporated into the proposals for the training facility.

#### Cossington Parish Council

Cossington Parish Council does not object to the development but raises concerns and questions about the proposal.

#### Ratcliffe on the Wreake Parish Council

Ratcliffe on the Wreake Parish Council objects based on road safety concerns. Whilst it has no objection with the proposed development it does have concerns about the access to the site and particularly the inadequacy of the A46 Seagrave/Thrussington junction. The site is within a countryside location and is not well serviced by public transport, so the reality is that all visitors and workers will have to rely on the use of private vehicles. There are no footpaths or cycle ways up to the entrance to the proposed development so it is unlikely to be accessed by pedestrians or cyclists. The Parish Council consider the A46 Seagrave/Thrussington junction to be unsafe and the provision of a flyover or roundabout should be secured. The plans for the access road for the site show the entrance encroaching onto common land that is obviously not in the ownership of the applicant and will result in the destruction of some established bushes and an objection would be submitted to the re siting of the access over common land the resulting in the destruction of greenery which currently screens the site.

#### Parish Councils of the Soar Valley Liaison Group

The Parish Councils of the Soar Valley Liaison Group have expressed a serious concern with regards to the increased vehicle movements, especially with regards to the A46 Seagrave Thrussington Crossroads. They suggest the proposal will result in a massive increase in traffic and vehicles movements with extra vehicle movements directed to the A46 Seagrave/Thrussington crossroads which is considered to be extremely dangerous. The Group highlight that local residents heading south from Seagrave often drive through Sileby and join the A46 after driving eastwards on Ratcliffe Road. When vehicles approach the A46 Seagrave Thrussington crossroads from Seagrave side they usually have to wait a while for a break in the flow of traffic. Should there be say 100 vehicles (after a football match) waiting to cross the northbound carriageway, they predict this could take over an hour just to cross to the central reservation. They contend it is a certain fact drivers who experience the wait at the A46 will not try again and will drive through Seagrave and Sileby. They highlight in 1991, a similar application was made for a change of use from farmland to a Golf Course/Club. The Department of Transport then directed a condition that the Golf Club could be built but not opened until a flyover was built over the A46 if this was considered necessary then the group argue the is required for this proposal on safety grounds.

## Campaign for the Protection of Rural England

Campaign for the Protection of Rural England raised a number of concerns about the conformity of the proposal to planning policies but consider the proposal fails to address Policies CS17 (Sustainable Travel) & CS18 (The Local & Strategic Road Network) and objects on this basis. It is particularly concerned that no improvements to the A46 junction are proposed. The concerns raised are summarised below:

- Traffic CS18 - The application envisages a considerable increase in visitor numbers. This increase will clearly add to the risk of accidents at the already dangerous A46 junction. As a result it is inevitable that there will be an increase in traffic through Seagrave and Sileby. It considers that the application lacks an adequate traffic modelling exercise to expose and address the problems and dangers and that a flyover is necessary to provide safe access to and from the A46 thereby containing traffic flows through Seagrave & Sileby.
- Sustainable Travel CS17 - The application seems to assume that all visitors will travel by car. There is no provision for enhanced public transport services and existing bus stops are more than 400M distant from the facility access to which is unlit. Footpaths, cycle and bridleways do not adequately connect with the wider infrastructure.
- Landscape & Countryside CS11 - CPRE acknowledge that generous screen planting has been provided to moderate the intrusiveness of the proposed development but recently approved housing developments on Seagrave Road were not in place when the proposals were conceived and enhanced screen planting will be required to address noise and light pollution. It is also considered that screen planting around the Turf Academy parking area requires reinforcing to protect the amenity of the neighbouring cottage. It is also noted that the proposals are likely to generate crowd noise alien to a countryside location and thus impact adversely on the tranquillity of the area.
- High Quality Design CS2 - the scale of the proposed development will dominate the neighbourhood. The main arena and floodlights rise to a height of c.19M and whether screen planting will contain light spill and adequately shield the site from distant views is questioned.
- Biodiversity & Geodiversity CS13 - The development requires significant changes to an area rich in wildlife and plant species. However, whilst mitigation measures are proposed CPRE is concerned to ensure that any adverse impact on biodiversity and geodiversity does not outweigh benefit to the local community.
- Sustainable Construction & Energy CS16 - the development proposes the installation of natural gas fuelled generators which output high levels of CO2. In accordance with CS16 CPRE prefer to see greater emphasis on the provision of energy from appropriate renewable sources.

## Leicestershire Police (Counter Terrorism Security Adviser)

The Counter Terrorism Security Adviser suggests that the local planning authority reviews the proposal against current national guidance which aims to reduce the risk of terrorism and crime and the damage that can result from this.



## The British Horse Society and Leicestershire & Rutland Bridleways Association

The Society and Association has confirmed no objection to the development itself and make some recommendations which are summarised below:

- The application should resolve the usability of Bridleway I54, which currently does not provide a through route for horse riders between Ratcliffe Road, Sileby and Park Hill Road. The LCFC proposals provide a solution at the northern end but leave the middle of the route untouched. If the southern two-thirds of the route could all be restored to the historic line prior to the early 1930s diversion then the current diversion eastward round the golf course would not seem so extreme.
- Concerns are raised over the Seagrave-Thrussington cross-roads on the A46 which has long been unusable by horse riders wanting to travel between the two villages and make other local circuits. Highways England is here putting its political remit to facilitate traffic movement above its duty to ensure that highway users are safe. And that this must encompass not only vehicles but non-vehicular users of highways.
- it would be beneficial if the club would agree to assist in the maintenance of the wide highway verges between their premises and the village so that these can be used as a linear park.

## Leicestershire and Rutland Wildlife Trusts

Leicestershire and Rutland Wildlife Trusts have objected to the application on the following grounds:

- do not feel the proposed mitigation adequately compensates for the loss of a local wildlife site, other habitats and connectivity of habitats within the site.
- concerned about the effects (both during and after construction) of this development on the populations of Great Crested Newts and bats.

If planning permission is approved the Trust has indicated ongoing future management of this habitat should be agreed by planning condition.

## Leicestershire and Rutland Ramblers

Leicestershire and Rutland Ramblers do not consider the diversion of the bridleway is acceptable and confirm any order which is made to divert it will be objected to.

## Loughborough & District Cycle Users Campaign

Loughborough & District Cycle Users Campaign requests that the Travel Plan ensure that all motor vehicles accessing the proposed facility go via the A46 to protect the amenity of residents of Seagrave, and the country lanes in the area are well used by cyclists. Many cyclists do use Park Hill Lane, principally continuing across the A46 to Thrussington. The effect on their safety of increased traffic on the stretch of this road from the site should be considered. It objects to the proposed diversion of the PROW through the site. This path, running parallel to the A46, has the potential to be developed as part of an attractive cycle route from Syston and Cossington, but not if it is diverted.

## Cllr Poland

Cllr Poland has raised concerns regarding the safety of the A46 junction.

### **Other comments received**

The Council has received around 170 comments in relation to the proposal with the majority raising objections. These are summarised below:

Comments against the proposal:

- The proposal is contrary to strategic objection of Development Plan and policies CS1, CS3, CS7, CS8, CS9, CS11, CS12, CS15 and CS17;
- The proposal is in a unsuitable and unsustainable location;
- The proposal will result in a significant increase in the number of vehicles which will effect highway network;
- A46 junction is unsafe and unsuitable. The proposal will lead to long ques and exacerbate issues with existing unsafe junction which has poor viability. Development should include flyover, roundabout r traffic light improvements. Junction improvements proposed will not be sufficed;
- There is no public transport, cycleway or footpath to the site. Therefore will be accessed predominantly by car or coach;
- People will avoid the unsafe A46 junction, resulting in increased traffic travelling through adjacent villages;
- Development is within an area classed as “Small Village / Hamlet”;
- The proposal does not meet local need and removes local facility (golf club) which is not surplus to requirements;
- The proposal will affect the countryside and tranquillity of the area;
- The proposal will result in increase in noise and disturbance, particularly on match days;
- Scale of development is too big and the design is not in keeping with area. The proposal will be over dominant;
- The proposed security fencing is unsympathetic and unsuitable;
- The proposed flood lights will cause harm and light pollution;
- The proposal will have an unacceptable impact on ecology, vegetation and plants;
- The proposal will result in loss of trees;
- Renewable energy should be used. The development will lead to excessive Co2 omissions and pollution;
- The proposal will affect the common land;
- The proposed diversion to the Bridle Way is not acceptable, the diversion is too long and the new route is not suitable with high security fences and closer to the A46;
- The submitted travel assessment and documents are not accurate, the assumptions made and the scoping/content is not suitable and does not follow good practice guidance. Traffic assessment is misleading;
- The road safety audits are insufficient especially the one for the A46 junction, which does not fully take into account visibility;
- Concerns have been raised over the comments made by Highway England and Local Highway Authority;

- The local planning authority should not rely on evidence submitted by the applicant and should carry out independent traffic assessments to consider impacts of the development;
- The proposed stadium and turf academy is located to west, near to Seagraves in most sensitive location. Should be relocated to the east;
- The proposed will result in the loss of the Local Wildlife Site;
- The proposal will be detrimental to the character of the area;
- The proposal will have a detrimental impact on residential amenity;
- The proposed package treatment plant is unsuitable and will cause pollution. The proposal should use the public sewer system and not discharge into brook, which can be dry for parts of the year. The package treatment plants are contrary to advice in PPG4 and EA guidance and will cause a public health risk;
- Development is contrary to section 8 of the National Planning Policy Framework, particularly paragraphs 91, 92 and 96 as it removes a recreation facility as well as walking, club house and restaurant etc;
- The application should not be compared to the facility at Belvoir Drive as this is smaller, with less facilities and in a more sustainable urban area;
- The Event management Plan should be agreed before planning permission is approved and not dealt with via condition;
- The submitted documentation indicates the U23 matches can attract more than 1000 spectators, therefore the proposal for 499 seat stadium is insufficient and the impact of more than 1000 spectators visiting the site is unacceptable; and
- The development will deliver no benefits to the local area.

Comments in support of the application:

- The proposal is considered to be good design
- The proposal fits into the surrounding area and environment
- The proposal demonstrates a promising set forward for LCFC, showing aspirations and ambitions of the club;
- The proposal will result in part of the former golf club being retained;
- There is too many golf clubs in the area and as such the existing golf club is not needed; and
- The development will be a credit to the local area.

Full copies of all letters and correspondence are available to view on the planning file.

### **Consideration of the Planning Issues**

The main issues to be considered in the determination of this application are:

- i) Principle of development
- ii) Loss of the golf club
- iii) Landscape and visual impact
- iv) Archaeology and built heritage
- v) Impact on biodiversity and ecology
- vi) Loss of trees
- vii) Design quality
- viii) Highway safety and parking

- ix) Flood risk and drainage
- x) Public rights of way
- xi) Common land
- xii) Impact on amenity
- xiii) Other issues.

### Principle of Development

Policy CS1 sets out the development strategy for the Borough and promotes development of the Principle Urban Area, Loughborough and Shepshed as the priority locations for growth. The strategy for the countryside is set out in policies CS11 which promotes and supports rural economic development with a strong relationship with land-based industries, subject to its impact on landscape character. Policy CS10 seeks to maximise the potential of rural economic growth by supporting tourism and leisure facilities subject to scale and character being appropriately designed to cause no detriment to the character or appearance of the countryside. Finally policies CT/1 and CT/2 which hold less weight in planning terms in the context of the Framework due to their age, accepts the principle of development in the countryside for improved facilities for recreation or leisure uses of suitable scale and nature with small-scale new build development, where it would not harm the character and appearance of the countryside.

The proposal is of a type and scale that was not known or anticipated when the Core Strategy was developed. In that respect the strategy set out in CS11 did not consider where or how a football academy and training centre of the scale proposed might be accommodated within the Borough. Nevertheless Policies CS11 and CS10 along with CT/1 and CT/2 set out the development strategy for the rural areas and notwithstanding that they might ordinarily be used to consider proposals of a smaller scale, they do provide a framework for determining whether the principle of development is acceptable. A football academy and professional training facility is by its very nature, a leisure facility that can be considered to be a land based industry. In that respect the basic principle is accepted, subject to the impacts of the proposal on landscape and tranquillity and other matters prescribed by the topic based policies in the Development Plan and the NPPF, which are considered later in this report.

### Loss of the Golf Club

Policy CS15 of the Core Strategy states that we will retain open space, sport and recreation facilities unless they are clearly surplus to requirements or replacement provision of at least equal quantity and quality will be made in a suitable location.

The existing land is used for 'open space, sport and recreation' in the form of a golf club and ancillary fishing facility. The development proposes a football training facility would still be classed as open space, sport and recreation. As such, although it is recognised the type of sport is changing, the planning balance must recognise the fact that the current facility is being replaced by a new sport facility.

Paragraph 97 of the Framework (2018) states that existing open space, sports and recreational buildings and land, including playing fields should not be built on unless:

1. An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements, or
2. The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location, or
3. The development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

The 2010 Open Spaces Study indicates golf provision was above the regional and national average in Charnwood. With regard to the quality of provision, the revised draft Playing Pitch Strategy (2018) states Park Hill is a 'standard' quality golf course in need of investment to upgrade its facilities. Although it is recognised that the golf provision is not proposed to be replaced off site, the proposal would replace the currently closed golfing provision with a high quality football training facility and retain 9 holes of golf. Accordingly, on balance, it is considered the development does comply with Policy CS15 of the Core Strategy and advice contained within paragraph 97 of the Framework.

Sports England have been consulted on the application and confirm that, notwithstanding the concerns raised by England Golf, regarding the assessment of the impacts on golf in the area, it does not wish to raise an objection to the application. It does however expect that the proposal will be assessed against the latest evidence of the supply and demand for golf in the area and appropriate mitigation secured to compensate for any provision which would be lost under the requirements of the Framework. In their correspondence Sport England make reference to the Draft Playing Pitch Strategy (2018). Whilst this draft strategy has not been published yet, it suggests there is not an oversupply of golf facilities in the area and recognises there is demand for golf across both club level and access level i.e. Pay and Play facilities. The draft strategy also recognises that Park Hill Golf Club has closed, although it does not re-calculate demand on this basis.

The draft Strategy has also been mentioned by other third party consultees. Although more recent surveys which form the basis for emerging Local Plan can be a material planning consideration, the draft Playing Pitch Strategy has not been adopted by the Borough Council and is not yet in the public domain. The draft Strategy can therefore only be attributed very limited weight as a material consideration in the assessment and planning balance for this application.

Notwithstanding the above, it should be recognised that the new facility will be private and will have very limited public access. In order to mitigate the loss of public access, the applicant has committed to implement a Community Initiative and Access Programme which will provide community benefits across the Borough.

A request seeking a financial contribution to mitigate the loss of golf provision at Park Hill Golf Course and improve facilities at Shelthorpe Golf Course has been made and assessed. The assessment is set out in the table below.

<b>CIL Regulation Test</b>	<b>Assessment</b>
a) necessary to make the development acceptable in planning terms;	The request does not comply with this test because the proposal provides a significant improvement in the quality of sports and leisure facilities in the Borough.

	Furthermore, the loss of public access to the golf course under pay and play is mitigated by a Community Access Programme
b) directly related to the development; and	The request complies with this test because it is directly related to the development
c) fairly and reasonably related in scale and kind to the development	The request does not comply with this test as the contribution requested is not fairly related in scale and kind to the development

In summary, the request for a financial contribution is not considered to be necessary to make the development acceptable, as the proposal would replace the existing facility with a new enhanced leisure and recreation facility of a better quality, in line with the Framework and Core Strategy Policy CS15 and the loss of public access is being mitigated by securing a Community Initiative and Access Programme. The evidence submitted with the request fails to demonstrate the funds sought towards the Shelthorpe Golf Centre would be directly related and fairly and reasonably related in scale and kind to the proposed development. The request is therefore considered not to comply with the relevant tests of the CIL Regulations or those set out within the Framework.

To summarise, the existing golf facility ceased operation in January 2018. The proposal would replace this existing closed golf course and fishing facility with a high quality sports and leisure facility, in the form of a professional football training facility, and the loss of public access to the previously established sports facility on the site can be appropriately mitigated by the proposed Community Initiative and Access Programme which would be secured by planning condition. Accordingly it is considered the proposal complies with Policy CS15 and the relevant provisions of the Framework.

### Landscape and Visual Impact

The application site is within open countryside and as such the impact of the proposal on the character and visual amenity of the area and wider landscape has been carefully considered. Policy CS11 confirms that new development should protect landscape character by taking account of the relevant local Landscape Character Assessment and should mitigate its impact on tranquillity.

The application site is located within 'The Wolds' landscape area. This area is primarily characterised by expansive, gently rolling landscape with exposed ridges; open countryside with mixed farming; sheltered valleys; low woodland cover; small villages; and influenced by visible built development in the neighbouring Soar Valley character area and the extension of Sileby northwards. The Landscape Character Area Assessment recognises the impact of leisure and recreation land uses, and identifies the effect of the former Park Hill Golf and Fishing Centre on local tranquillity, particularly with regard to floodlights at the driving range and views from the neighbouring villages.

The proposals would result in an increase of built development on the site, which would change the character of the site from a managed golf course to a football training centre. It would also require the removal of some landscape features, including some hedgerows

and trees, to allow for the development of the proposed masterplan, together with some level changes for the Sustainable Drainage Scheme (SuDS).

When considering the wider setting and character of the area it is considered that this would have a minor impact on 'The Wolds' Landscape Character Area. This judgment has been made because the visual impacts from longer viewpoints will be limited, with the main effects on visual amenity being felt predominantly by residents adjacent to the application site. It is considered the proposed landscape and ecological mitigation measures across the site help to mitigate the impact of the proposed development on the character of the wider area. In time, this additional landscaping will mature and soften the appearance of the scheme further, and this, along with the natural-tone of the proposed material palette for the buildings, will help blend the proposed development in to the surrounding landscape.

The application submissions state that the proposed development seeks to re-align the landscape character of the site more closely with the Wolds Landscape Character Area and that the applicant's design team has worked closely with the Landscape Consultant to reconnect and reinstate lost former field boundaries where possible. They have paid particular attention to restoring and enhancing the existing outer site boundary hedgerows through gapping up with appropriate species and planting of new hedgerow trees. The site's previous use had resulted in extensive re-planting across the site with a variety of native species, some of which are not prevalent within the Wolds Landscape Character Area. The proposed development seeks to remove species that are uncharacteristic of the area where they occur around the edges of the site, and replace them with a mixed species of a local provenance. A number of areas around the edge of the site that link into existing field boundary hedgerows and trees will be revised to reduce formality and encourage more biodiversity and habitat enhancement.

After carefully considering the Environmental Assessment with regard to landscape and visual impact it is considered the proposed masterplan successfully provides a gradual transition from the rural edge of the application site into the more formally managed areas towards the centre of the site. These are required due to the nature of the use sought, whilst ensuring that the character of the Landscape Character Area is retained and enhanced where possible. While it is recognised the proposal involves the loss of some existing landscape in terms of trees and natural area, it is considered over time that the proposed landscape scheme would provide sufficient mitigation and would be capable of improving the area in the long term. The proposals are therefore considered comply with policies CS10, CS 11 and CT/2 of the development plan.

### Archaeology and Built Heritage

Policy CS14 sets out the commitment to conserving and enhancing historic assets and recognises the communal, environmental and economic contribution that they make. The Policy goes on to state that development proposals should protect heritage assets and their settings.

The site does not contain any designated heritage assets. However, the submitted Environmental Statement identifies a 'moderate' potential for archaeological remains from the prehistoric period to be found within the site, and 'low' potential for uncovering remains from the Roman to early Medieval eras. Due to the previous use, there are no visible

above-ground archaeological features or cropmarks. Further archaeological investigation has been undertaken and is now at a stage of final investigation and recording. This investigation work has included a desk-based evaluation and subsequent geophysical survey which identified possible earlier development activity. This has allowed focused trial trenching to further investigate the significant areas of interest identified by the geophysical survey and desk based assessment. This had been followed up by a recently agreed written scheme of investigation for full excavation of identified locations within the application site. This has now commenced. Any archaeological evidence will be preserved by record. Accordingly there has been no objection raised with regard to the potential archaeological impact of the development and it is considered the development accords with Policy CS14 and the advice contained within the Framework, in this regard.

With regard to heritage assets in the vicinity of the site, the closest is Seagrave Conservation Area. The closest Listed Buildings are located within the Seagrave Conservation Area also. Seagrave Conservation Area is located approximately 100 metres to the North West of the site. It is considered that the heritage assets of Thrussington and Sileby conservation areas, and Ratcliffe College (Grade II) are sufficient distance away as not to be impacted upon by the proposed development, but the Seagrave Conservation Area and the listed buildings within it are significantly closer to the site and the impact of the development and any subsequent harm needs to be evaluated.

The Conservation Area Character Appraisal identifies the village as *“a village nestling in a fairly steep sided valley in the Wolds.”* It goes on to describe the approach to the village from the east *“Coming from the Fosse Way there is a dramatic vista of the village nestling among the trees on the hillside across the valley of the brook, though in summertime the foliage tends to mask this view. The views are even better from the footpaths, particularly when one takes time to appreciate them and one sees the drama of the variety of roofscape interposed by the many trees and it is from here that the tower of the church is seen rising above.”*, and views from within the village, *“The narrow winding streets of the village offer many opportunities for views. Whether going up or down the hill there is a continually changing scene. There are corresponding views looking East out to the opposite hillside with the Fosse Way running along the ridge in the distance.”*

Views to the western side of the site can be achieved from the eastern edge of the Conservation Area. This area of the site is not proposed to be altered significantly from the existing golf course and will not form part of the footprint of the training centre. While the extent of the application site means that it is only approximately 100 metres from the boundary of the conservation area at its closest point, the proposed development within the site is predominantly beyond the top of the rising land. The development will therefore be out of sight of the conservation area. Artificial lighting will not be significantly different than that for the existing driving range and hence of no greater intrusion. Visual impact as a result of these proposed changes on the significance of the heritage assets within the Seagrave Conservation Area will not cause harm, preserving the character and appearance of the conservation area and the listed buildings located within it and their setting.

For the reasons set out above it is considered that the proposed development would not cause harm to the character, setting or significance of the Seagrave Conservation Area, nor would it affect the special interest or setting of the buildings within its boundaries,



including the listed buildings. The proposed development is therefore considered to fully comply with Policy CS14 and para 189 to 202 of the Framework.

### Impact on Biodiversity and Ecology

Policy CS13 seeks to conserve and enhance the natural environment and supports development that protects, enhances, restores or recreates biodiversity. The policy goes on to state that the Council will only support development that results in the loss of ecological or geological features in exceptional circumstances where the benefit of development outweighs the impact. Adequate mitigation would be required where there is any impact on biodiversity, or replacement provision of equal or greater value to ensure that a net gain in biodiversity is delivered.

The site is within a very sensitive area, with a number of protected species identified on site, a Local Wildlife Site within the application site boundary and two SSSI's in close proximity to the site. Understandably significant concerns have been raised regarding the impact of the development of biodiversity and ecology. The impact of the development has been considered very carefully by officers. In order to construct the proposed development the proposal would inevitably result in a loss of grassland, trees and hedgerows, together with some level changes associated with the Sustainable Drainage Scheme. The Environmental Statement and supporting documents submitted with the application provides for a comprehensive landscape and ecological strategy, to deliver a scheme that provides an overall betterment to the habitats available on site for local wildlife. The original proposal included:

- Creation of 12 new wildlife ponds with a total area of 4,300 sq. m. in a network around the Site;
- Creation of an additional 5 attenuation basins within a total area of 5,100 sq. m. which would provide additional resources for local wildlife;
- Creation of 4.41 hectares of broadleaved plantation and 1.03ha of ecotone shrub planting to enhance and connect the existing woodland stock;
- Retention and enhancement of 11.23 hectares of existing woodland stock;
- Enhancement of retained Local Wildlife Site habitats (retention of 76% of Local Wildlife Sites)
- Enhancement of amenity grassland habitats resulting in the creation of 14.59 hectares of wildflower grassland; and
- Planting of approximately 38,000 new trees.

Initially concerns regarding the impact on biodiversity were identified, and whilst it was considered the depth and scope of survey work was acceptable, questions regarding the applicant's final conclusions were raised. The applicant had stated that there would be an overall net gain in biodiversity arising from the proposal; however it appeared overall there would be a small net biodiversity loss. Assessing Biodiversity impact is difficult as the site is currently unmanaged; however, when determining the application it must be compared against the existing authorised planning use and the potential impact this could have on biodiversity if the site was re-opened as an intensively managed private golf course.

The proposed mitigation package submitted includes a number of appropriate and achievable recommendations which are welcome. However, given the potential small net

biodiversity loss, a number of improvements to the scheme have been sought during the course of the application including:

- Amendment of the proposal to avoid development on the local wildlife site within the application site. This is now secured the retention of 100% of the Local Wildlife Site as illustrated on the amended Masterplan, and is seen as a significant improvement to the proposal;
- Phasing of the development to ensure that some of the on-site mitigation is completed before the scheme is fully built out; and
- A Landscape and Ecological Management Plan, amending that which has already been submitted to reflect further improvements, details of which shall be included within a planning condition if planning permission is granted.

After carefully considering all of the submitted ecological surveys and information contained within the Environmental Statement (which includes impact upon protected species, The Local Wildlife Site and the nearby SSSIs), it is considered on balance the proposal would have an acceptable impact on biodiversity. Natural England raises no objections to the proposals. However it will be important that the mitigation measures anticipated are fully implemented and that these are secured by attaching appropriate planning conditions should planning permission be granted. On this basis, it is considered that the proposal would accord with the aims of Paragraph 175 of the Framework and the provisions of Policy CS13 of the Development Plan.

As there will be a need for a license from Natural England under the Conservation of Habitat and Species Regulations 2010, Charnwood Borough Council are obliged under the Habitat Regulations, to consider whether a license is likely to be issued and the three tests under the Regulations are satisfied. This has been considered by the Borough Council's Senior Ecologist who has confirmed that the proposed mitigation process is expected to result in these licenses being issued.

#### Loss of trees

The proposed development will result in the loss of 5,054 trees on site, together with the partial removal of an additional 18 trees. However, the submitted landscaping scheme shows that significant replacement trees have been incorporated into the landscaping scheme for the development. This will equate to a total of 38,000 new trees within the site. The trees will be re-provided in more suitable locations, which would enhance the setting of both the training ground and the wider countryside setting. It is therefore considered that the proposal accords with policy CS11 and CS12 in this regard.

#### Design Quality

Policy CS2 (High Quality Design) and Saved Policy EV/1 (Design) from the Borough of Charnwood Local Plan (2004) require that all development makes a positive contribution to Charnwood, through high quality, inclusive design and architectural excellence. Saved Policy EV/1 and Core Strategy Policy CS2 require new development to:

- "Respect and enhance the character of the area, having regard to scale, density, massing, height, landscape, layout, materials and access arrangements;
- Protect the amenity of people who live or work nearby;

- Function well and add to the quality of an area, not just in the short term, but over the lifetime of the development;
- Provide attractive, well managed and safe public and private spaces;
- Provide well defined and legible streets and spaces that are easy to get around for all, including those with disabilities; and
- Reduce their impacts upon and be resilient to the effects of climate change in accordance with Policy CS16.”

The aspiration to achieve well designed development is also confirmed in Chapter 12 of the revised NPPF with great weight to be given to outstanding or innovative designs that help raise the standard of design more generally in an area.

The application seeks to demonstrate that the applicant is dedicated to designing and maintaining the highest quality environment for players and visitors through the lifetime of the development. This will ensure that the Club continues to preserve and enhance the natural environment in which the site falls.

Policy CS2 also requires major development to be subject to independent design review and therefore prior to submission the initial design was considered by an independent design panel. The Panel welcomed the scheme overall and although they suggested some areas which the design team for the applicants should consider before the submission of the application, overall they concluded the scheme was *“considered to be positive and exciting, and a clear opportunity to communicate a compelling narrative that can embody the values, aspirations and ambition of Leicester City Football Club”*.

It is considered that the proposed development incorporates a high standard of design quality with the scale, density, massing, height, landscape, layout, materials and access arrangements being well thought out and appreciated for the site constraints and location. It is recognised the proposal includes a significant change to the existing site. However the carefully design, scale of the buildings and palette of material are considered to be appropriate for its setting. The design is considered to be innovative and of a very high quality. It is important the high quality of the design philosophy set out in the submitted application is translated into its built form and as such conditions are recommended to ensure that the design quality is delivered in the final built scheme.

In terms of energy and sustainability, Policy CS16 states that the effects of climate change should be adapted to and mitigated against through sustainable design and construction and the provision of renewable energy. The supporting information and Environmental Statement indicate how the application reflects the requirements of this policy including:

- minimising direct solar glare and optimising shading;
- optimising daylight factors where possible and appropriate;
- utilising plants and systems that optimise the amount of plant that will need to be introduced;
- ensuring control and flexibility of installations, including an integral Building Management System, weather compensator, and time switches; incorporating appropriate energy recovery systems to minimise energy consumption, specifically with regard to Heat Recovery; and
- having a detailed waste management strategy.

Due to the nature of the application, a secure boundary is necessary and the visual impact of this secure boundary needs to be carefully considered. It is considered the proposed secure boundary treatment has been carefully designed to ensure that the solution blends into the existing landscape, whilst ensuring that maximum security is maintained around the training centre. The proposed security fencing is proposed to be dark green metal, which would be screened with appropriate planting to minimise its visual impact on the landscape. Whilst the fencing will have a slight, short term impact on the immediate landscape upon installation, the surrounding planting will grow to eventually screen the fencing, and will sit comfortably within the environment. The fencing will line the south, west and northern boundaries of the site, and will diverge away from the perimeter in the eastern area of woodland, to allow for the establishment of a publicly accessible woodland walk via the Public Bridleway.

For the reasons set out above, after careful consideration of the proposed design details, Environmental Statement and other supporting documents, it is considered the application has demonstrated that the proposed development can achieve high quality design, which is appropriate for its setting and therefore is in accordance with the Framework and the Policies CS2, CS16 and EV/1 of the Development Plan.

#### Highway safety and parking

A Transport Assessment and Interim Travel Plan have been submitted with the application in accordance with Policy CS17 and submitted in support of the application.

To determine baseline flows, traffic counts were taken at various junctions within the vicinity of the site, as agreed with Highways England, by an independent traffic survey company (Nationwide Data Collection). For the purpose of the Assessment, the existing situation with the golf club being closed has been considered as the baseline for the assessment. This ensures that a worst-case scenario in terms of traffic generation is considered. It should be noted that the golf club could re-open at any time reintroducing baseline traffic to this location without the need for planning permission.

The application sets out that the traffic generation has been determined based on existing operations at the existing LCFC training centre at Belvoir Drive. This is considered to be representative on the basis that the training activities are simply relocating and no intensification of use is envisaged, particularly during the peak periods. To ensure a robust approach, the worst-case arrivals and departures have formed the basis of the assessment. The applicant argues that the assessment demonstrates all modelled junctions will continue to operate within capacity at the modelled years of 2020 and 2023. There will be intensification of usage when the show pitch is in use. Based on current arrangements, the under 23s could play up to 16 games per annum starting at 7 PM on a Monday night. The Under 16s and Under 18s could play a further 19 games per annum on a Saturday around mid-day. The show pitch will therefore only be in use for circa 35 days per annum. These matches are confined to off-peak periods when the road network is significantly quieter. The applicant also points out that whilst the pitch has capacity for 499 fans it is not expected that crowds of this magnitude will attend every game and crowds could be significantly less than this for many of the 30 games per annum. All matches will be ticketed and attendees will be advised on suitable travel arrangements for the games. The submitted assessment demonstrates that the road network will continue to operate within capacity when the show pitch is in use.

The Local Highway Authority has considered the assessments and evidence submitted with the application and contained within the Environmental Statement. Their advice is that the residual cumulative impacts of development can be mitigated and are not considered severe in accordance with the National Planning Policy Framework 2018, subject to the suitable planning conditions being placed on any approval of planning permission. In relation to the site access and highway safety the Highway Authority confirms that the proposed development will be served by a single point of access onto Park Hill Lane, which is a derestricted, unlit, 'C' Classified road. The access road will remain unadopted and will serve the existing dwelling as well as the training centre. The site will be accessed through Common Land (registration CL37) and the two existing accesses currently serving the site will be removed and reinstated as Common Land. This consolidation is considered to be a net highway gain.

The Highway Authority has also confirmed that they and the applicant have been engaged in ongoing, proactive discussions to ensure a safe and suitable access can be delivered. The applicant has submitted a revised Potential Access Arrangement Main Access drawing detailing improved access arrangements. The drawing details 10m kerb radii at the access in accordance with Leicestershire Highway Design Guide (LHDG) standards. The access width is also considered acceptable when taking into consideration the type of vehicles associated with this proposal. An eastbound visibility splay of 2.4 metres x 215 metres has been shown; this is in accordance with the LHDG. The LHA notes that within the westbound visibility splay, there is a vertical curve (brow of a hill) which affects the available visibility. As such, the applicant was requested to submit an independent Stage 1 Road Safety Audit (RSA), along with a designer's response. The Highway Authority has confirmed that they are satisfied the problems identified can be suitably addressed by condition or at the detailed design stage. Indeed, the improved access arrangements submitted since the RSA was conducted are considered to further mitigate any safety concerns. In addition, the applicant has also subsequently submitted an updated plan on 31 August 2018 (drawing no. 66692-CUR-00-XX-DR-TP-75003 rev. P01), which details an effective westbound visibility splay of 186 metres when taking into consideration the vertical curve along Park Hill Lane. Whilst below LHDG standards, given the site-specific circumstances this is considered acceptable when taking into account the extant site use and the fact that the proposed access provides improved westbound visibility in comparison to the existing access.

The Highway Authority has confirmed they have sought legal advice regarding the ownership status of the Common Land in question and is satisfied that a planning condition controlling site access visibility, required to make the development acceptable in highway terms, is deliverable.

A review of the most recent five year collision data has indicated that there has been one serious Personal Injury Collision (PIC) within 500m east and west of the proposed new access. Further analysis of the data showed this PIC to be an isolated incident involving a single vehicle and was not associated with turning movements.

Three highway trees will require removal in order to facilitate the proposed new access. These trees have a monetary value to Leicestershire County Council (LCC) which should be reimbursed by the applicant. However, LCC Forestry would be willing to accept remuneration in the form of three new trees for each one removed. LCC Forestry will

source, plant and maintain the trees subject to contribution from the applicant. The cost of a new tree with a three year maintenance contribution is sought through an obligation secured by Section 106 legal agreement contribution or Unilateral Undertaking. This request has been considered by officers and is considered to comply with the CIL Regulations.

With regard to the internal site layout, the Highway Authority has advised that the internal road network will not be offered for adoption. Vehicle swept path analysis (shown in drawing no. 66692-CUR-00-XX-DR-TP-75001 rev. P12) has been submitted of a luxury coach with dimensions of 15 metres x 2.5 metres using the proposed site access junction to enter and exit the site in a forward gear. The vehicle requires both sides of the access carriageway. This is acceptable given the relatively low frequency at which such access would be required, and also when taking into consideration the large vehicles associated with the existing permitted land use. The Highway Authority is satisfied that there is sufficient on-site turning provision for all vehicles.

This application is for a sui generis use. There are no readily applicable parking standards contained within the LHDG for this type of land use. The applicant has therefore used the operations at the existing training facilities to inform the necessary level of provision. The Highway Authority considers this methodology acceptable. The applicant has proposed a provision of 421 parking spaces on-site, split between different uses (i.e. a first team car park, an academy car park and a show pitch car park). This includes 21 disabled parking spaces and 8 coach parking spaces. It is acknowledged that the site is highly unlikely to be at full capacity at any one time, as the different site uses will not tend to overlap, i.e. the different teams will train at different times. The Highway Authority is satisfied that overspill parking would occur within the site rather than on the public highway. The level of parking provision proposed is therefore considered acceptable. The inclusion of dedicated Electric Vehicle charging points and secure cycle storage is also welcomed by the Highway Authority.

With regard to trip generation and distribution, the Highway Authority has advised that it is apparent that the proposed development would result in a material intensification in comparison to the existing permitted site use based on the evidence provided by the applicant. Given the nature of the proposed development, the majority of trips will be distributed across off-peak hours. A typical planning application would make use of Census data to determine likely trip distribution. This application, being sui generis and bespoke in nature, has instead used data based on the current playing squad's postcodes, and has also taken into consideration the likely localised geographical spread of the non-playing staff. The applicant has concluded that 60% of the trips will be to/from the east of the site (i.e. onto the A46) and 40% to/from the west of the site. On match days up to 80% of trips are anticipated to be to/from the east. Having reviewed the submitted data, the Highway Authority accepts the methodology used and considers the results to be reasonable and representative.

The Highway Authority view is therefore that the proposed development, whilst generating a material intensification of trips in comparison to the existing site use, is not considered to have a severe impact on the capacity of the surrounding county highway network.

Significant concerns have been raised locally regarding the A46 junction and the level of junction improvements which are required to mitigate the proposed development. The applicant has proposed minor amendments to the A46 junction arrangements.

The Highway Authority have advised that the methodologies and capacity assessment undertaken by the applicant are acceptable and they do not consider the impact of the development requires any further specific highway mitigation on the local junctions tested by the applicant.

Highways England in its response in August 2018 requested details of the extent of facilities at Belvoir Drive, so as to ensure that this would represent a reasonable comparison for the proposed facilities. In their response, the applicant's consultant (Curtins) have indicated that the existing training facility at Belvoir Drive is the sole training facility of LCFC and currently accommodates all of the Club's teams and training activities. Curtins have also indicated that although the facility at Belvoir Drive is smaller than the proposed training centre, all training will simply be relocating and no intensification of use is envisaged, particularly during peak hours. Furthermore Curtins have indicated that extra space may allow the club to operate in a less intensive manner at any given time. Based on the response, the Belvoir Drive facility is considered a reasonable comparison for the proposed facilities and this issue is therefore considered to be closed by Highway England.

Originally Highways England expressed concerns regarding the A46 / Park Hill Lane / Seagrave Road Junction being modelled as a three-arm priority intersection in the PICADY transport model. As such, in order to allow them to understand the queuing across the central reserves, and therefore the potential for vehicles overhanging the A46 mainline, the following intersections were advised to be modelled for weekday and weekend peaks:

- Park Hill Lane ahead (to Seagrave Road) and right turn / A46 Southbound;
- A46 Southbound right turn / A46 Northbound;
- A46 Northbound right turn / A46 Southbound; and
- A46 Northbound / Seagrave Road ahead (to Park Hill Lane) and right turn.

The applicants have provided the assessments based on the above request. While Highway England have found some differences in some of the geometric parameters used for the assessments, Highway England consider these differences are unlikely to have a material impact on the outcomes of the modelling work. The modelling work indicates that the proposed facility is unlikely to have a material impact on queuing at any of these junctions with queues of less than 1 car in all scenarios. Based on this assessment Highways England has confirmed it no longer raises any objections in this regard.

The main area of contention and concern is the A46/Park Hill Lane/Seagrave Road junction mitigation proposals. Highways England has previously advised that the two issues regarding the proposed improvements at the A46/Park Hill Lane junction (Drawing 66692-CUR-00-XX-DR-TP-75002 Rev P04) should be addressed. The first relates to the potential crossover of vehicles on the A46, particularly as the proposed arrangement may encourage vehicles to go straight across the staggered junction from Seagrave Road to Park Hill Lane (or vice versa). Therefore, the applicant was advised to investigate measures (e.g. signage or physical restriction) to deter incorrect use of the junction.

The applicants in their response have indicated that they do not consider that the proposed scheme at A46/Park Hill Lane junction will encourage the crossover of movements between Seagrave Road and Park Hill Lane, nor was it raised in their Stage 1 Road Safety Audit. However, they have acknowledged that the applicant will be prepared to fund and implement any signage schemes to discourage straight ahead movements identified in the Detailed Design stage. This is considered to be acceptable by Highways England.

The second issue to be addressed is a requirement for further consideration to be given during the detailed design stage to the Vehicle Retaining Systems (VRSs), relocation of sign posts and an existing lighting column that would be required as part of the scheme. The applicant in their response has acknowledged that this will be considered at Detailed Design stage.

Considering the above, Highways England considers the issues regarding Trip Generation and Junction Capacity Assessments are resolved while the issues relating to the proposed scheme at A46/Park Hill Lane junction can be managed at the Detailed Design stage.

Concerns have been raised by local residents and the parish councils regarding some of the details, assumptions and assessment made in the submitted transport assessment, safety audits and other submitted documents. These concerns were discussed with the Local Highway Authority and Highways England before they provided their final comments.

Policy CS22 and Policies CS17 and CS18 seek to manage the transport impacts of development in accordance with the Framework. Given the comprehensive assessment included and the advice of the technical and statutory highway consultees the proposal is considered to be in conformity with these policies and it is not considered that there are any highway reasons on which to recommend refusal of this planning application subject to appropriate planning conditions being included with any approval. Paragraph 109 of the National Planning Policy Framework is clear that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe. Whilst the concerns of local residents and parish councils is recognised, given both the Local Highway Authority and Highways England have indicated no objections to the scheme, it is not considered a refusal on the grounds of impact on highway safety or residual cumulative impact on the highway network could be justified. The proposals are considered to accord with relevant development plan policy and provisions of the NPPF.

#### Flood Risk and Drainage

Policy CS16 states that development should be located in areas at the lowest risk of flooding and should ensure that there is no net increase in surface water run off for Greenfield sites.

The application site is within Flood Zone 1, which confirms that there is minimal risk of flooding on site. A stretch of land identified as Flood Zone 3 runs adjacent to the site along Sibley Brook. However no development is proposed in close proximity to this area. A surface water drainage strategy has been submitted with the application that confirms



there are no adopted foul or surface water sewers in the vicinity of the site. It concludes that outfall to the existing surface water features is the only suitable alternative for the disposal of surface water on site. As such, the Surface Water Drainage Strategy seeks to replicate the existing ground and surface water flow paths, and maintain or improve the flow rates and discharge volumes to two water courses that run on or adjacent to the application site. The surface water discharge is designed to be limited to greenfield run off rates in accordance with Policy CS16. Storage will be provided by a series of detention basins with Hydrobrake flow controls, together with rain water harvesting from roofs and pitch areas to feed into storage for the new pitch irrigation system.

Leicestershire County Council as the Lead Local Flood Authority (LLFA) has confirmed that the submitted drainage strategy and supporting calculations are acceptable. Accordingly the proposed development would be considered acceptable provided suitable planning conditions are included on any approval of planning permission. Given this advice it is considered that the proposed development would not increase the likelihood of flooding on the site or in the surrounding area and as such would be in accordance with policy CS16 of the Development Plan and the advice contained within the Framework and its supporting Planning Policy Guidance Notes.

Significant concerns have however been raised about the proposed foul drainage proposal for the site, which is set out within the foul water drainage report submitted with the application. Initially the Environment Agency also raised concerns and requested further information. The Environment Agency has now confirmed that it has reviewed the additional information and is satisfied that the applicant has investigated the suitability of discharging to a public foul sewer and that the provision of on-site 'Package Sewage Treatment Plants' is a feasible option. It has therefore withdrawn its objection to the proposals. The Environment Agency has suggested a number of planning conditions to be placed on the approval of any planning permission along with informative notes.

The disposal of foul drainage arising from the development is to be carried out via the use of two separate Package Sewage Treatment Plants. The discharges from the Package Sewage Treatment Plants will require a Permit under The Environmental Permitting (England and Wales) Regulations 2016. This is a separate legislative process. Accordingly the applicant will need to apply separately to the Environment Agency for this permit.

Whilst the local residents have raised concerns about the risk of contamination, the impact on ecology and the suitability of the discharge arrangements into Sileby Brook, all of these issues have been carefully considered in light of the detailed information provided by the applicant. Based on the advice of the Environment Agency it is considered that the use of Package Treatment Plants is an appropriate and suitable solution to the treatment of foul waste on this occasion. Accordingly it is not considered a refusal of planning permission on the grounds that the proposed development intends to use Package Treatment Plants for the disposal of foul drainage can be justified.

#### Public Rights of Way

In conjunction with this application for Full Planning Permission, an application has been submitted to Leicestershire County Council under Section 257 of the Town and Country Planning Act 1990 (as amended) to divert the existing Public Right of Way (PROW 154/3)

that bisects the Site. The existing route runs immediately adjacent to the proposed playing pitches and intersects a stretch of private golf course on the eastern area of the Site. The applicants argue the current route represents a significant security concern given its proximity to the proposed training pitches. The safety and wellbeing of players is of great importance to the applicant. The applicant also argues there are also specific sensitivities around the First Team's training plan and strategies, for which there is a desire to keep confidential from the media and the Club's competitors.

The proposed diversion would result in the Public Bridleway diverted along the south eastern and eastern perimeters of the site, and would pass through an area of woodland to the eastern area. This will result in an additional 787m of accessible Bridleway, which equates to a 28% increase in public access in the context of the entire route. The proposed route has been designed in accordance with Leicestershire County Council's 'Development and Public Rights of Way, Guidance Notes for Designers, Developers and Planners'. In line with this guidance, the Bridleway will be 3m wide with a 1m grass verge on either side. Additional improvements to the route include:

- Upgraded access points with appropriate gates to allow horse riders, cyclists, wheelchairs and pushchairs to pass through;
- Formal tree lined route along the southern boundary with screening provided by existing vegetation and new planting;
- A breakout area around a retained and enhanced pond in the western area of the site;
- A new, public woodland route and naturalistic scrub glade area, which will provide educational opportunities as part of the LCFC Trust's community outreach programme; and
- A new enhanced connection point into the Registered Common Land to avoid pedestrian conflict with the highway.

Although concerns have been raised regarding the diversion of the Bridleway, the final decision on the request for a Diversion Order is subject to a separate application process and governance process. In planning terms it is not considered the diversion would result in significant harm to the users of the bridleway and the landscape and visual impact of the diversion is considered acceptable. The British Horse Society and Leicestershire & Rutland Bridleways Association have no objection to the development itself and Leicestershire County Council Public Right of Way officer has confirmed that they have no objection to the application as the proposal should not affect the Public's use and enjoyment of the Right of Way.

For the reason given above it is considered that although the diverted Public Bridleway will be moving closer to the east of the site towards the A46, given the proposed landscaping of this area into a new woodland area, the improvements to the bridleway and the other benefits identified, a refusal of planning permission on the grounds of the development's impact on the Public Rights of Way cannot be justified.

### Common Land

The wide grass verge to the north of the application site, adjacent to Park Hill Lane, is Registered Common Land (under the CRoW Act 2000). The proposals would require some minor works to the Common Land in order to deliver the proposed access

alterations from Park Hill Lane. The alterations to this Common Land would result in a net increase in grass terrain and a decrease in hard landscaping, which is considered to improve the quality of the existing Common Land. The proposed changes will not create any barriers to the movement on or use of the Common Land.

The proposals also seek to link the Common Land directly with the access to the Public Bridleway at the north of the Site, which is considered to be a benefit to the users of the Bridleway.

Separate consent is required for changes to the Common Land and an application for works to Common Land will need to be submitted to the Planning Inspectorate by the applicant prior to any work taking place in accordance with Section 38(1) of the Commons Act (2006).

### Impact on Amenity

The area is within open countryside within a tranquil landscape. It is also recognised that two residential properties border the site, as such the impact on amenity needs to be carefully considered.

An assessment of noise impact associated with the football training centre during operation has been undertaken and submitted in support of the application. The noise assessment was based on a baseline sound survey undertaken over midweek and weekend period at locations that were considered to be representative of the nearest noise-sensitive receptors to the site (e.g. residential uses). After considering this submitted information it is considered no significant impacts are expected as a result of the proposed development. The training for the various age groups is distributed on a timetable basis and as such it is not anticipated that all pitches will be used at any one time and would most likely total seven pitches based on the current operating set up.

The specifications of any fixed plant mechanisms will be designed to adhere to the appropriate noise limits contained within a noise condition attached to any approval of planning permission. On balance whilst on some occasions the proposal would result in noise exceeding that of the current golf facility it is not considered the degree of nuisance caused would be significant or unacceptable.

Floodlighting does form part of the proposed development. A Lighting Assessment has been submitted in support of the application. The Assessment notes that there is considerable artificial lighting in the vicinity of the site from Sileby, the A46 and a general haze of skyward light in the surrounding area. As such, the site is considered to be located in a 'rural, low district brightness' area. The existing site is primarily unlit, with the exception of a number of floodlights illuminating the car park and security lighting associated with the former club house. During the golf club's operation, a total of nine flood lights near the driving range aimed in a west-south west direction that would have caused significant glare towards properties to the north of Sileby with views to the site.

The proposed external lighting design for the site will primarily comprise functional lighting treatments for training operations, with some feature lighting at building entrances and low level lighting along pathways and roadways to ensure safe movement of vehicles and pedestrians. It is anticipated that the final lighting design will comprise the following components:

- Marker lights along pathways;
- Illuminated bollards along primary pedestrian and slow moving vehicle pathways;
- 4m to 6m column lighting to access roadways and car parks;
- 15.3m to 18.3m tall masts with LED floodlights to training pitches and training grid areas;
- 21.3m masts with LED floodlights for the Show Pitch;
- Building mounted bulkhead luminaires at building access/egress points; and
- Integrated feature illumination in select areas.

The application states that all external lighting equipment would be controlled via photocell, digital time clocks and will be set-dimmable to ensure that the lighting levels are suitable for the surrounding context. The proposed lighting is considered to be of a very high standard which means light spill and glare would be almost entirely mitigated through high level light control technology proposed, which includes a full-cut secondary reflector system, and individual glare controlling micro reflectors/baffles on the LEDs to cast light down onto the playing surfaces.

The light from the indoor pitch has also been considered including light spill from the indoor pitch passing through the roof, which will create a slight glow of light in the nightscape. This will be a low level of illumination and is in keeping with recommended light levels and within the light level range anticipated for the project.

A total of 6 full size pitches, 2 small five-a-side pitches, and 4 training areas will have flood lighting capabilities; however, it is not envisaged that all of these pitches will be lit at any one time. Floodlights will be switched on dependent on natural light levels, and automatically switched off, the timing of which can be controlled via planning condition. With regard to the show pitch, floodlights will have a manual-on, auto-off system suited to its relatively limited usage of around 15 – 20 games per annum. Show pitch lights will be automatically switched off at 10.30pm when in use.

Given the level and type of floodlighting within the application site currently and given the level and type of floodlights being proposed and the controls with regard to automatic timing, it is considered the degree of harm caused by the proposed lighting would not be significant.

Due to the proximity of neighbouring residential dwellings and those located slightly further way in neighbouring villages, the topography and boundary treatment, the proposed development and technologies being proposed, it is not considered the proposal would have a detrimental impact on amenity by reason of noise, light, disturbance or overbearing impact. Accordingly the proposal is considered to accord with policy CS2 and EV/1 of the development plan and the advice contained within the Development Plan.

#### Other issues

There has been a request for the show pitch to be re-located to the east of the site. Its current location, due to the topography, is not considered to be visually intrusive or result in significant adverse impact on amenity, as such although it may be considered desirable for the Parish Council to have the show pitch relocated it is not considered its current

position is unacceptable and as such a refusal of planning permission is not considered to be justified in this regard.

A request has been made for improvements to the Bridleway outside of the application site to enable the restoration of the historic line prior to the early 1930s diversion. Given these areas of the Bridleway are outside the application site and under different ownership, and given the proposed development is not directly related to this part of the Bridleway it is not considered these improvements would be compliant with the CIL Regulations or deliverable.

It has been suggested by the British Horse Society and Leicestershire & Rutland Bridleways Association that it may be beneficial if the applicant agreed to assist in the maintenance of the wide highway verges between their premises and Seagrave so that these can be used as a linear park. It is argued the club has the machinery to give these verges the occasional mow that will keep them free of weeds and blackthorn suckers, aiming at a character similar to the "rough" areas on the golf course. The area in question is classed as Common Land. The ownership of the land in the register is blank, meaning the owner was not known in 1968 when the common was registered with the council. Under s45 Commons Act 2006 this means that local authorities (in this case Seagrave Parish Council, Charnwood Borough Council and Leicestershire County Council) will be the ones with the power to protect the land. As identified earlier in the report any alterations to the Common Land requires a separate legislative application process outside the planning process. After consideration of the CIL Regulation's and given the status of the land in question as Common Land it is considered requiring the applicant to maintain this area through a planning obligation under S106 of the Planning Act would not be compliant with the CIL regulations.

The potential impact on community safety is a material consideration in the determination of this planning application. The Counter Terrorism Security Adviser suggested that the local planning authority review the proposal against current national guidance which aims to reduce the risk of terrorism and crime and the damage that can result from this. A review taking into account the highlighted guidance and the information contained within the Crime and Disorder Act 1998. The proposal includes a secure boundary with appropriate security provisions on the access point. The design of the buildings is well thought out with opportunities taken for natural surveillance within different areas of the site. It is not recommended the proposal is refused planning permission on the grounds of public safety.

### Conclusions

This planning application should be considered by applying Section 38(6) of the Planning and Compulsory Purchase Act 2004 which requires it to be determined having regard to the adopted development plan unless material considerations indicate otherwise. To this end the requirement to protect heritage assets from substantial harm, and the principles of the Framework are particularly relevant amongst other considerations.

The method of assessment contained in the Environmental Statement and other environmental information is considered sound and robust. Potential environmental effects have been appropriately addressed and can be adequately mitigated, subject to the

recommended planning conditions and planning obligations secured within a Section 106 or unilateral undertaking legal agreement.

It is acknowledged that there is significant local opposition to the scheme, and this must be taken into account appropriately when reaching a decision on the application. It should be noted that the applicant has developed the final proposal by considering those concerns and responding to them wherever possible. However, opposition to the proposal in principle should be considered in light of the fact it complies with development plan policies and replaces an existing leisure facility with a new, albeit larger, leisure facility and concerns regarding the highway safety impacts need to be considered in light of the professional advice of the statutory consultees.

It is considered that for the reasons given in this report the proposed development would represent a suitable re-development of the current site, which would not have any significant impacts on the character or tranquillity of the countryside, the amenity of local residents, biodiversity, flooding or other material issues. The proposed development would also not cause harm to the character, setting or significance of Heritage Assets within the locality. The residual cumulative impacts of development on highway safety can be mitigated and are not considered severe. Accordingly it is considered the proposal is in general accordance with the policies of the Development Plan and the advice contained within the Framework.

### **RECOMMENDATION A**

Enter into a Section 106 Legal Agreement or be in receipt of a Unilateral Understating which delivers:

- A monetary contribution of £2970.00 for the suitable replacement of three highway trees on Park Hill Lane in Seagrave.

### **RECOMMENDATION B**

Grant Conditionally

<b>Standard</b>	
1	<p>The development, hereby permitted, shall be begun not later than 3 years from the date of this permission.</p> <p>REASON: To comply with the requirements of Section 91 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.</p>
2	<p>The development hereby permitted shall be carried out in accordance with the following approved plans and documents:</p> <ul style="list-style-type: none"> <li>• Application Boundary - KSS-SW-ZZ-DR-A-9001-P1</li> <li>• Existing Site Plan - KSS-SW-ZZ-DR-A-9002-P1</li> <li>• Proposed Master Plan - KSS-SW-ZZ-DR-A-9005-P2</li> <li>• Grassed Common Land - KSS-SW-ZZ-DR-A-9016-P1</li> <li>• Demolition Site Plan - KSS-SW-ZZ-DR-A-9401-P1</li> </ul>

- Training Centre Level 00 GA Plan - KSS-TC-00-DR-A-9101-P1
- Training Centre Level 01 GA Plan - KSS-TC-01-DR-A-9101-P1
- Training Centre Level 02 GA Plan - KSS-TC-02-DR-A-9101-P1
- Training Centre GA Roof Plan - KSS-TC-03-DR-A-9101-P1
- Training Centre GA Sections - KSS-TC-ZZ-DR-A-9201-P1
- Training Centre GA Flat Elevations - KSS-TC-ZZ-DR-A-9301-P1
- Training Centre GA Typical Material Elevation - KSS-TC-ZZ-DR-A-9302-P1
- Training Centre GA Typical Material Elevations - KSS-TC-ZZ-DR-A-9303-P1
- Indoor Pitch Level 01 GA Plan - KSS-IP-01-DR-A-9101-P1
- Indoor Pitch GA Roof Plan - KSS-IP-03-DR-A-9101-P1
- Indoor Pitch GA Sections - KSS-IP-ZZ-DR-A-9201-P1
- Indoor Pitch GA Elevations - KSS-IP-ZZ-DR-A-9301-P1
- Machinery Store GA Plans - KSS-MS-ZZ-DR-A-9101-P1
- Machinery Store GA Elevations and Sections - KSS-MS-ZZ-DR-A-9301-P1
- Sports Turf Academy GA Plans - KSS-STA-ZZ-DR-A-9101-P1
- Sports Turf Academy GA Elevations and Sections - KSS-STA-ZZ-DR-A-9301-P1
- Parents Pavilion GA Plans - KSS-PP-ZZ-DR-A-9101-P1
- Parents Pavilion GA Elevations and Sections - KSS-PP-ZZ-DR-A-9301-P1
- Sports Hall GA Plans - KSS-SH-ZZ-DR-A-9101-P1
- Sports Hall GA Elevations and Sections - KSS-SH-ZZ-DR-A-9301-P1
- Show Pitch Stand - KSS-SP-ZZ-DR-A-9101-P1
- Security Lodge GA Drawings - KSS-SL-ZZ-DR-A-9101-P2
- Detailed Landscape Design 1:500 (Sheet 1 of 8)- EDP-SW-ZZ-M2-L-001, Dated 21 August 2018
- Detailed Landscape Design 1:500 (Sheet 2 of 8) - EDP-SW-ZZ-M2-L-002, Dated 21 August 2018
- Detailed Landscape Design 1:500 (Sheet 3 of 8) - EDP-SW-ZZ-M2-L-003, Dated 21 August 2018
- Detailed Landscape Design 1:500 (Sheet 4 of 8) - EDP-SW-ZZ-M2-L-004, Dated 21 August 2018
- Detailed Landscape Design 1:500 (Sheet 5 of 8) - EDP-SW-ZZ-M2-L-005, Dated 21 August 2018
- Detailed Landscape Design 1:500 (Sheet 6 of 8) - EDP-SW-ZZ-M2-L-006, Dated 21 August 2018
- Detailed Landscape Design 1:500 (Sheet 7 of 8) - EDP-SW-ZZ-M2-L-007, Dated 21 August 2018
- Detailed Landscape Design 1:500 (Sheet 8 of 8) - EDP-SW-ZZ-M2-L-008, Dated 21 August 2018
- Detailed Landscape Design 1:200 (Sheet 1 of 9) - EDP-SW-ZZ-M2-L-009, Dated 21 August 2018
- Detailed Landscape Design 1:200 (Sheet 2 of 9) - EDP-SW-ZZ-M2-L-010, Dated 21 August 2018
- Detailed Landscape Design 1:200 (Sheet 3 of 9) - EDP-SW-ZZ-M2-L-011, Dated 21 August 2018
- Detailed Landscape Design 1:200 (Sheet 4 of 9) - EDP-SW-ZZ-M2-L-012, Dated 21 August 2018
- Detailed Landscape Design 1:200 (Sheet 5 of 9) - EDP-SW-ZZ-M2-L-013, Dated 21 August 2018

- Detailed Landscape Design 1:200 (Sheet 6 of 9) - EDP-SW-ZZ-M2-L-014, Dated 21 August 2018
- Detailed Landscape Design 1:200 (Sheet 7 of 9) - EDP-SW-ZZ-M2-L-015, Dated 21 August 2018
- Detailed Landscape Design 1:200 (Sheet 8 of 9) - EDP-SW-ZZ-M2-L-016, Dated 21 August 2018
- Detailed Landscape Design 1:200 (Sheet 9 of 9) - EDP-SW-ZZ-M2-L-001, Dated 21 August 2018
- Potential A46 Improvements Central Island Park Hill Lane Junction - 66692-CUR-00-XX-DR-TP-75002-P04
- Swept Path Analysis Luxury Coach Proposed Access - 66692-CUR-00-XX-DR-TP-05007-P03
- Swept Path Analysis Luxury Coach A46 Junction - 66692-CUR-00-XX-DR-TP-05002-P02
- Design and Access Statement - Prepared by KSS, dated June 2018.
- Landscape Design and Access Statement - Prepared by EDP and KSS, dated June 2018.
- Statement of Community Consultation - Prepared by Deloitte LLP, dated June 2018.
- Sports and Recreational Facilities Audit - Prepared by Deloitte LLP, dated June 2018.
- Benefits Statement - Prepared by Deloitte LLP, dated June 2018.
- Geo-environmental Desktop Report - Prepared by TRP Consulting, Vol 1., dated June 2018, Rev. S4 and Vol 2. dated June 2018. Rev. S2.
- Technical Report: Ground Investigation - Prepared by Sub Surface Midlands Limited, dated March 2018, Rev. M3252
- Remediation Strategy - Prepared by TRP Consulting, dated June 2018 Rev. S3.
- Surface Water Drainage Strategy - Prepared by TRP Consulting, dated May 2018 Rev. S3.
- Energy Statement - Prepared by ME Engineers, dated April 2018.
- Light Spill Report - Prepared by ME Engineers, dated May 2018.
- Stage 1 Road Safety Audit - A46 Junction - Prepared by Gateway TSP Road Safety Engineering, dated 5 June 2018.
- Flood Risk Assessment - Prepared by TRP Consulting, dated April 2018 rev S1.
- Foul Water Drainage Strategy - Prepared by TRP Consulting, dated July 2018 ref. S1.
- Supplementary Information: Night Time Photomontages - Prepared by EDP, Ref. edp4523\_r028a\_150818, Drawing ref. edp4523\_d053a
- Addendum Bat Report- Prepared by EDP, dated August 2018, Ref. edp4523\_r029
- Environmental Statement Addendum Note, Chapter 8: Nature Conservation - Prepared by EDP, Ref. edp4523\_r030\_210818
- Show Pitch Spectator Stand Noise Impact Assessment - Prepared by SLR consulting.
- Environmental Statement, dated June 2018
- Appendix 2.1 – Scoping Report, Prepared by Deloitte LLP, dated May 2018.
- Appendix 2.2 – Scoping Opinion Prepared by Charnwood Borough Council, dated 10 April 2018.



- Appendix 2.3 – Additional Scoping Comments, Prepared by Charnwood Borough Council, dated 17 April 2018.
- Appendix 2.4 – Stage 1 and Stage 2 Geo-Environmental Reports Prepared by TRP Consulting, Vol. 1 - dated June 2018, Rev. S4. Vol. 2 – dated May 2018, Rev. S2.
- Appendix 2.5 – Committed Developments, prepared by Deloitte LLP.
- Appendix 3.1 – Detailed Landscape Plans
- Appendix 5.1 – Outline Construction Environmental Management Plan Prepared by Arcadis.
- Appendix 7.1 – Transport Assessment -prepared by Curtins, dated 19 June 2018.
- Appendix 7.2 – Interim Travel Plan - Prepared by Curtins, dated 14 June 2018.
- Appendix 8.1 – Ecology Baseline -Prepared by EDP, dated June 2018, Ref. edp4523\_r006d.
- Appendix 8.2 – Biodiversity Impact Assessment Calculations -Prepared by EDP, Ref. edp4523\_r021c\_180618.
- Appendix 8.3 – Environmental Construction Method Statement -Prepared by EDP.  
Dated June 2018, Ref. edp4523\_r017b.
- Appendix 9.1 – Landscape and Visual Baseline -Prepared by EDP, dated May 2018, Ref. edp4239\_r004e.
- Appendix 9.2 – Schedule of Effects – Construction -Prepared by EDP, dated May 2018.
- Appendix 9.3 – Schedule of Effects – Operation - Prepared by EDP, Dated May 2018.
- Appendix 10.1 – Archaeological and Heritage Assessment -Prepared by EDP, dated June 2018. Ref. edp4523\_r005d.
- Appendix 10.2 – Geophysical Survey - Prepared by WYAS Archaeological Services, dated May 2018. Ref. 3105
- Appendix 10.3 – Archaeological Evaluation Report - Prepared by Museum of London Archaeology, dated May 2018. Ref. 18/65
- Appendix 11.1 – Full Survey Data, prepared by SLR Consulting.
- Appendix 12.1 – Traffic Survey Data, prepared by SLR Consulting.
- Appendix 13.1 – Water Resources Plans Prepared by TRP Consulting.
- Existing Site Layout – drawing ref. LCTG-TRP-SW-XX-DR-S-5105 Rev. S3
- Proposed Site Levels – drawing ref. LCTG-TRP-SW-XX-DR-S-5107 Rev. S1
- Site Layout – drawing ref. LCTG-TRP-SW-XX-DR-S-5103 Rev. S1
- Existing Water Features – drawing ref. LCTG-TRP-SW-XX-DR-S-5110 Rev. S1
- Appendix 13.2 – Surface Water Drainage Strategy- Prepared by TRP Consulting, dated May 2018. Rev. S1.
- Appendix 14.1 – Arboricultural Method Statement - Prepared by EDP, dated May 2018. Ref. edp4523\_r014b
- Non-Technical Summary Prepared by Deloitte LLP, with inputs from technical consultants.

REASON: To define the terms of the planning permission.

<b>Design</b>	
3	<p>Prior to the commencement of any of the building superstructure and envelope, for each building hereby approved, drawings at 1:10 scale (including sections) or at another scale agreed by the Local Planning Authority, showing external construction detailing of all key elements shall be submitted to and approved in writing by the Local Planning Authority. The drawings shall include details of:</p> <ul style="list-style-type: none"> <li>a) windows, cills, reveals and doors;</li> <li>b) wall vents;</li> <li>c) copings, parapets, soffits and upstands;</li> <li>d) decorative brick detailing;</li> <li>e) roof structure (including decorative features)</li> <li>f) rain water goods and other pipework;</li> <li>g) balconies/terrace balustrades (including soffits and railings);</li> <li>h) canopies;</li> <li>i) lighting of communal spaces and buildings;</li> <li>j) building signage;</li> <li>k) art installations;</li> <li>l) mail boxes;</li> <li>m) fascia's and signage; and</li> <li>n) security features.</li> </ul> <p>The development hereby approved shall be carried out in strict accordance with these agreed details and drawings.</p> <p>REASON: To ensure that the external appearance of the building is satisfactory and does not detract from the character and visual amenity of the area along with setting of the nearby Heritage Assets.</p>
4	<p>Notwithstanding the details shown on the drawings hereby approved, prior to the commencement of each building a panel or samples of all external materials, for that building, shall have been submitted to and approved in writing by the Local Planning Authority. Only materials agreed in writing by the local planning authority shall be used in the construction of the development.</p> <p>REASON: To ensure that the external appearance of the development is satisfactory</p>
5	<p>Prior to the installation of any boundary treatment (excluding hoardings and fencing required for the construction works), a scheme for the treatment of the application site boundaries and any other perimeter fencing within the site, shall have been submitted to and agreed in writing by the local planning authority. No use or occupation of the buildings hereby permitted shall take place until this approved scheme, has been fully completed.</p> <p>REASON: To ensure the satisfactory, overall appearance of the completed development.</p>
6	<p>Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015, (or any order revoking and re-enacting that Order, with or without modifications), other than those approved by this development, no gate,</p>

	<p>fence, wall or other means of enclosure shall be erected, constructed or placed on any part of the site.</p> <p>REASON: To make sure that the appearance of the completed development is satisfactory.</p>
<b>Highways</b>	
7	<p>No part of the development hereby permitted shall be occupied until the proposed improvement scheme at A46/Park Hill lane junction as shown on Drawing 66692-CUR-00-XX-DR-TP-75002 Rev P04 (or as amended by a Road Safety Audit or Detailed Design agreed with Highways England) is constructed and open to traffic. The approved scheme must comply with the requirements of the Design Manual for Roads and Bridges, including those relating to road safety audit and Walking, Cycling, Horse Riding Assessment and Review.</p> <p>REASON: To ensure that the A46 Trunk Road continues to serve their purpose as part of a national system of routes for through traffic in accordance with Section 10(2) of the highways Act 1980, in the interests of road safety.</p>
8	<p>A Construction Environmental Management Plan (CEMP) incorporating a Construction Traffic Management Plan (CTMP) shall be submitted to and approved by the Local Planning Authority prior to the commencement of any works (with the exception of works set out and defined within the 'Enabling Works edp4523_r033_0110182' document received on the 01/10/18). The construction traffic management plan shall include as a minimum details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision. The Construction Environmental Management Plan (CEMP) shall include as a minimum: hours of construction; piling details (if applicable); control of noise emission from site; and dust mitigation in line with measures contained within and outlined in chapter 12 of the submitted Environmental Statement. The approved plan shall be adhered to throughout the construction period.</p> <p>REASON: To ensure that the construction works take place in a manner which would not be detrimental to the Environment, to reduce hazard for road users, to ensure that construction traffic does not use unsatisfactory roads, lead to on-street parking problems in the area and to ensure that the A46 Trunk Road continues to serve their purpose as part of a national system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980, in the interests of road safety</p>
9	<p>No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on Curtins drawing number 66692-CUR-00-XX-DR-TP-75001 rev. P12 have been implemented in full.</p> <p>REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2018).</p>
10	<p>The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with KSS drawing number 17793-KSS-SW-ZZ-DR-A-9005. Thereafter the onsite parking provision shall be so maintained in perpetuity.</p>

	<p>REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally (and to enable vehicles to enter and leave the site in a forward direction) in the interests of highway safety and in accordance with the National Planning Policy Framework (2018).</p>
11	<p>The development hereby permitted shall not be occupied until such time as the access drive (and any turning space) has been surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least 15 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.</p> <p>REASON: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety and in accordance with the National Planning Policy Framework (2018).</p>
12	<p>No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4 metres by 215 metres eastbound and 2.4 metres by 186 metres westbound have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.</p> <p>REASON: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with the National Planning Policy Framework (2018).</p>
13	<p>Prior to the first use of the development hereby permitted, an Event Management Plan including details of the match day travel arrangements for all attendees at the Show Pitch games and media parking arrangements shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented and maintained for the duration of the use unless the prior written approval of the Local Planning Authority is obtained to any variation.</p> <p>REASON: To reduce the need to travel by single occupancy vehicle and to promote the use of sustainable modes of transport in accordance with the National Planning Policy Framework (2018).</p>
<b>Contamination</b>	
14	<p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p>REASON: To ensure that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 170 of the National Planning Policy Framework.</p>

<b>Drainage</b>	
15	<p>No development works (with the exception of works set out and defined within the 'Enabling Works edp4523_r033_0110182' document received on the 01/10/18), hereby approved shall take place until such time as a surface water drainage scheme has been submitted to, and approved in writing by, the Local Planning Authority. The development should be completed in accordance with these approved details.</p> <p>REASON: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site.</p>
16	<p>No development (with the exception of works set out and defined within the 'Enabling Works edp4523_r033_0110182' document received on the 01/10/18), hereby approved shall take place until such time as details in relation to the management of surface water on site during construction of the development has been submitted to, and approved in writing by, the Local Planning Authority. The development shall then be constructed and completed in accordance with these approved details.</p> <p>REASON: To prevent an increase in flood risk, maintain the existing surface water runoff quality, and to prevent damage to the final surface water management systems though the entire development construction phase.</p>
17	<p>No development hereby approved, (with the exception of works set out and defined within the 'Enabling Works edp4523_r033_0110182' document received on the 01/10/18), shall take place until such time as details in relation to the long-term maintenance of the sustainable surface water drainage system within the development have been submitted to, and approved in writing by, the Local Planning Authority. The sustainable surface water drainage system shall be maintained in accordance with these agreed details.</p> <p>REASON: To establish a suitable maintenance regime, that may be monitored over time; that will ensure the long-term performance, both in terms of flood risk and water quality, of the sustainable drainage system within the proposed development.</p>
18	<p>No development (with the exception of works set out and defined within the 'Enabling Works edp4523_r033_0110182' document received on the 01/10/18), hereby approved, shall take place until such time as infiltration testing has been carried out to confirm (or otherwise) the suitability of the site for the use of infiltration as a drainage element, and the flood risk assessment (FRA) has been updated accordingly to reflect this in the drainage strategy.</p> <p>REASON: To demonstrate that the site is suitable (or otherwise) for the use of infiltration techniques as part of the drainage strategy.</p>
<b>Public Rights of Way</b>	
19	<p>The Public Bridleway should comprise of a minimum width of 3 metres in accordance with the County Council's Guidance Notes for Developers.</p> <p>REASON: in the interests of amenity and desirability of users of the Public Right(s) of Way.</p>

20	<p>No trees or shrubs should be within 1 metre of the Public Right of Way and no new trees or shrubs should be planted within 1 metre of the edge of the Public Right of Way. Any trees or shrubs planted alongside a Public Right of Way should be non-invasive species.</p> <p>REASON: to prevent overgrowth of the path in the interests of amenity, safety and security of users of the Public Rights of Way.</p>
21	<p>Prior to construction of any new boundary treatments, changes to existing boundary treatments running alongside the Public Rights of Way, must be approved by the Local Planning. The development must only be completed in accordance with these approved details</p> <p>REASON: in the interests of amenity, desirability, safety and security of users of the Public Rights of Way.</p>
22	<p>A signing and waymarking scheme in respect of the Public Right of Way, should be formulated by the developer and approved by the Local Planning Authority. This approved scheme shall then be fully implemented prior to the occupation of the development hereby permitted.</p> <p>REASON: to ensure the path is easy to follow through the development in the interests of amenity, safety and security of users of the Public Right of Way.</p>
<b>Ecology</b>	
23	<p>Notwithstanding the submitted Landscape and Ecological Management Plan (LEMP), prior to the implementation of any landscaping works (with the exception of works set out and defined within the 'Enabling Works edp4523_r033_0110182' document received on the 01/10/18), an amended LEMP shall have been submitted to and agreed in writing by the local planning authority. The development hereby approved shall be maintained and managed in strict accordance with this approved LEMP.</p> <p>REASON: To ensure biodiversity and ecology on the site is protected, and to ensure the appearance of the completed development is satisfactory and to help assimilate the development into its surroundings.</p>
24	<p>The development hereby permitted shall be carried out in strict accordance with the submitted Environmental Construction Method Statement (technical appendix 8.3 if the Environmental Statement, report reference edp4523_r017b).</p> <p>REASON: To ensure biodiversity and ecology on the site is appropriately protected.</p>
<b>Landscaping</b>	
25	<p>No development shall commence, including site works (with the exception of works set out and defined within the 'Enabling Works edp4523_r033_0110182' document received on the 01/10/18) until a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) has been submitted to and approved in writing by the Local Planning Authority. The development thereafter shall be implemented in strict accordance with these approved details.</p>

	Reason: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality.
26	<p>No development, including site works (with the exception of works set out and defined within the 'Enabling Works edp4523_r033_0110182' document received on the 01/10/18), shall begin until the hedges shown to be retained on the approved plan have been protected, in a manner previously agreed in writing by the local planning authority. The hedge shall be protected in the agreed manner for the duration of building operations on the application site.</p> <p>REASON: The hedge is an important feature in the area and this condition is imposed to make sure that it is properly protected while building works take place on the site.</p>
27	<p>Prior to the implementation of each of the landscape works detailed below, a landscaping scheme, to include as a minimum those details specified below, shall have been submitted to and agreed in writing by the local planning authority:</p> <ul style="list-style-type: none"> <li>i) the treatment proposed for all ground surfaces, including hard areas;</li> <li>ii) full details of tree planting;</li> <li>iii) planting schedules, noting the species, sizes, numbers and densities of plants;</li> <li>iv) finished levels or contours;</li> <li>v) functional services above and below ground; and</li> <li>vi) all existing trees, hedges and other landscape features, indicating clearly those to be removed and those trees selected for transplantation</li> <li>vii) The methodology for the transplantation of existing trees and the post planting establishing management details</li> <li>viii) Sufficient specification to ensure successful establishment and survival of new planting.</li> </ul> <p>Once approved this landscaping scheme shall be fully completed, in accordance with the agreed details, in the first planting and seeding seasons following the first occupation of any part of the development or in accordance with a programme previously agreed in writing by the local planning authority. Any trees or plants removed, dying, being severely damaged or becoming seriously diseased, within 5 years of planting shall be replaced in the following planting season by trees or plants of a size and species similar to those originally required to be planted.</p> <p>REASON: To make sure that a satisfactory landscaping scheme for the development is agreed and to make sure that the appearance of the completed development is satisfactory and to help assimilate the development into its surroundings. to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and biodiversity benefits and to maximise the quality and usability of the green infrastructure/ spaces within the development, and to enhance its setting within the immediate locality</p>
<b>Environmental &amp; Public Health</b>	
28	Once completed the outdoor pitches shall only be used between the hours of 10:00 and 21:00 Monday to Saturday and 10:00 to 18:00 on Sundays and bank holidays.

	<p>REASON: The premises are close to residential properties and are within the countryside. A limit on the use is required to prevent nuisance to nearby neighbours and protect the tranquillity of the area.</p>
29	<p>Once completed the show pitches shall only be used between the hours of 12:00 and 22:00 Mondays and Saturdays only, for a maximum of 35 days per season.</p> <p>REASON: The premises are close to residential properties and are within the countryside. A limit on the use is required to prevent nuisance to nearby neighbours and protect the tranquillity of the area.</p>
30	<p>Once completed the indoor pitches shall only be used between the hours of 07:30 and 22:00 Monday to Saturday and 10:00 to 20:00 on Sundays and bank holidays.</p> <p>REASON: The premises are close to residential properties and are within the countryside. A limit on the use is required to prevent nuisance to nearby neighbours and protect the tranquillity of the area.</p>
31	<p>Once installed the floodlights hereby approved shall only be switched on, on the outside pitches (with the exception of the show pitches), between 14:30 and 21:00 Monday to Saturday and 14:30 and 18:00 on Sundays and recognised bank holidays. The floodlights on the show pitches shall only be switched on between the hours of 14:30 and 22:00 on Mondays and Saturdays when the show pitch is in use (as controlled by condition 29 above).</p> <p>REASON: A limit on the use is required to prevent nuisance to nearby neighbours, to ensure biodiversity and ecology on the site is protected and protect the tranquillity of the area.</p>
32	<p>The development shall be constructed in strict accordance with submitted Remediation Strategy (Remediation Strategy, prepared by TRP consultants, Ref 6944 rev S3, dated June 2018). Prior to the commencement of the use hereby approved a site verification report shall be submitted to and approved in writing to the local planning authority demonstrating conclusive evidence that the remedial measures have been fully implemented.</p> <p>REASON: In the interest of public health and safety</p>
33	<p>No development, (with the exception of works set out and defined within the 'Enabling Works edp4523_r033_0110182' document received on the 01/10/18), shall begin until a ground gas assessment has been submitted to and agreed in writing by the local planning authority. This ground gas assessment should, if necessary, identify a detailed scheme of protective measures and mitigation within the development. This approved gas protection scheme shall be fully implemented before the development hereby approved is bought into use.</p> <p>REASON: In the interest of public health and safety</p>



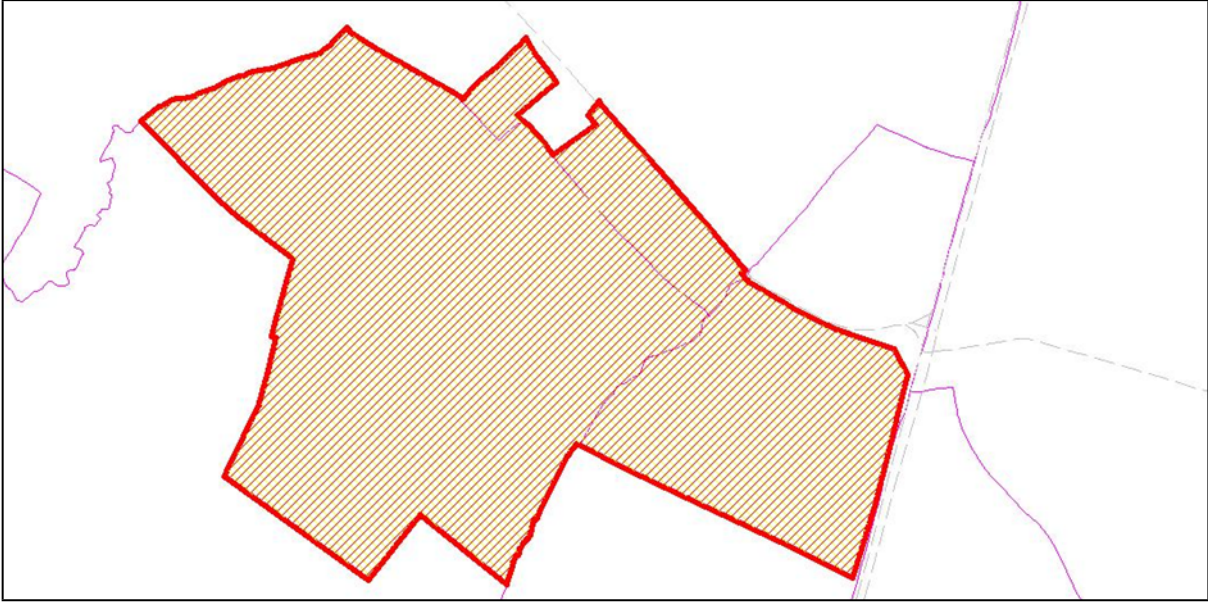
<b>Access &amp; Public Use</b>	
34	Condition to require the submission and implementation of a Community Initiative and Access Programme. Final wording of condition to be confirmed in the Extras Report.
<b>Informative</b>	
	The Local Planning Authority has acted pro-actively through early engagement with the applicant at the pre-application stage. This led to improvements to the scheme to secure a sustainable form of development in line with the requirements of the National Planning Policy Framework (paragraph 38) and in accordance with The Town and Country Planning (Development Management Procedure) (England) Order 2015. After carefully examining the environmental information it is concluded the effects of the proposed development on the environment would not be significant.
	DEVELOPMENT PLAN POLICIES RELEVANT TO THIS DEVELOPMENT - Policies CS1, CS3, CS10, CS11, CS12, CS13, CS14, CS15, CS17, CS18, and CS25 of the Charnwood Local Plan 2011-2028 Core Strategy (adopted 9th November 2018 and saved policies EV/1, CT/2 and TR/18 of the Borough of Charnwood Local Plan (adopted 12th January 2004) and The National Planning Policy Framework have been taken into account in the determination of this application. The proposed development complies with the requirements of these Development Plan Policies and there are no other material considerations which are of significant weight in reaching a decision on this application
	Planning permission has been granted for this development because the Council has determined that, although representations have been received against the proposal, it is generally in accord with the terms of the above- mentioned policies and, otherwise, no harm would arise such as to warrant the refusal of planning permission.
	The highway mitigation works associated with this consent involves works within the public highway, which is land over which you have no control. Highways England therefore requires you to enter into a suitable legal Section 278 agreement to cover the design check, construction and supervision of the works. Contact should be made with the Highways England Section 278 Service Delivery Manager David Steventon to discuss these matters on <a href="mailto:david.steventon@highwaysengland.co.uk">david.steventon@highwaysengland.co.uk</a> .
	Any works undertaken to Highways England network are carried out under the Network Occupancy Management policy, in accordance with Highways England procedures, which currently requires notification/booking 3 months prior to the proposed start date. Exemptions to these bookings can be made, but only if valid reasons can be given to prove they will not affect journey time reliability and safety. The contact email for these matters is <a href="mailto:Area7networkoccupancy@highwaysengland.co.uk">Area7networkoccupancy@highwaysengland.co.uk</a>
	<p>Pollution prevention:</p> <p>Any facilities, above ground, for the storage of oils, fuels or chemicals shall be provided with adequate, durable secondary containment to prevent the escape of pollutants. The bunded area shall be designed, constructed and maintained in order that it can contain a capacity not less than 110% of the total volume of all tanks or drums contained therein.</p> <p>All filling points, vents, gauges and sight glasses should be bunded. Any tank overflow pipe outlets shall be directed into the bund. Associated pipework should be located</p>

	<p>above ground and protected from accidental damage. There shall be no gravity or automatic discharge arrangement for bund contents. Contaminated bund contents shall not be discharged to any watercourse, land or soakaway. The installation must, where relevant, comply with the Control of Pollution (Oil Storage) (England) Regulations 2001 and the Control of Pollution (Silage, Slurry and Agricultural Fuel Oil) Regulations 1991 and as amended 1997.</p> <p>Site occupiers intending to purchase or install pollutant secondary containment (bundling) should ensure that the materials are not vulnerable to premature structural failure in the event of a fire in the vicinity.</p>
	<p>The CLAIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice:</p> <ul style="list-style-type: none"> <li>•excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution;</li> <li>•treated materials can be transferred between sites as part of a hub and cluster project;</li> <li>•some naturally occurring clean material can be transferred directly between sites.</li> </ul> <p>Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.</p>
	<p>The Environment Agency recommends that developers should refer to:</p> <ul style="list-style-type: none"> <li>•the Position statement on the Definition of Waste: Development Industry Code of Practice and;</li> <li>•The Environmental regulations page on <a href="http://www.gov.uk">www.gov.uk</a>.</li> </ul>
	<p>Loss of ponds.</p> <p>A number of ponds are due to be lost as a result of the proposed development. Although the loss of these is being mitigated, failure to rescue fish before a pond is destroyed may also be an offence under the Animal Welfare Act 2006. Adding material which harms fish, their spawning grounds, or their food is an offence under the Salmon and Freshwater Fisheries Act 1975. If a pond containing fish is going to be filled in, then fish will need to be removed before the pond is lost. Before you can move your fish to another water, you will need written consents from the Environment Agency, in order to:</p> <ul style="list-style-type: none"> <li>• Catch the fish if using an instrument other than a rod and line (if catching using rod and line, then an Environment Agency rod licence will be required)</li> <li>•Introduce the fish to another water body.</li> </ul> <p>Application forms for catching and moving fish can be found on <a href="https://www.gov.uk/guidance/permission-to-move-live-fish-to-or-from-a-fishery">https://www.gov.uk/guidance/permission-to-move-live-fish-to-or-from-a-fishery</a>. Failure to obtain appropriate consents is an offence under the Salmon and Freshwater Fisheries Act 1975. The Fisheries, Biodiversity and Geomorphology team can be contacted for further advice via our National Customer Contact Centre (<a href="mailto:enquiries@environment-agency.gov.uk">enquiries@environment-agency.gov.uk</a>, telephone: 08708 506 506).</p>

	<p>Planning Permission does not give you approval to work on the public highway. Therefore, prior to carrying out any works on the public highway you must ensure all necessary licences/permits/agreements are in place. For further information, please telephone 0116 305 0001. It is an offence under Section 148 and Section 151 of the Highways Act 1980 to deposit mud on the public highway and therefore you should take every effort to prevent this occurring.</p>
	<p>Any works to highway trees will require separate consent from Leicestershire County Council as Local Highway Authority (telephone 0116 305 0001). Where trees are proposed to be removed, appropriate replacements will be sought at the cost of the applicant.</p>
	<p>A separate application for a diversion of an existing Public Right of Way should be submitted under the Town and Country Planning Act 1990 to the Local Planning Authority. The applicant is not entitled to carry out any works directly affecting the legal line of Public Rights of Way until a Diversion Order has become operative.</p>
	<p>Section 38 of the Commons Act 2006 provides that consent from the Secretary of State (DEFRA) is required for any “restricted works” on common land. While consent is not necessary for general works of maintenance, it is necessary for works that have the effect of preventing or impeding access to common land or for any surfacing. (Note resurfacing of the current highway is not caught by this). DEFRA consent is obtained by an application being made on the prescribed form to the Planning Inspectorate. The site is accessed through Common Land (registration CL 37) and should any works be required to be done in relation to this Common Land the applicant should confirm with DEFRA whether consent for those works is required under Section 38 of the Commons Act 2006.</p>
	<p>The surface water drainage scheme shall include the utilisation of holding sustainable drainage (SuDS) techniques with the incorporation of sufficient treatment trains to maintain or improve the existing water quality; the limitation of surface water run-off to equivalent greenfield rates; the ability to accommodate surface water run-off on-site up to the critical 1 in 100 year return period event plus an appropriate allowance for climate change, based upon the submission of drainage calculations; and the responsibility for the future maintenance of drainage features. Full details for the drainage proposal should be supplied, including but not limited to, headwall details, pipe protection details (e.g. trash screens), long sections and full model scenarios for the 1 in 1, 1 in 30 and 1 in 100 year plus climate change return periods.</p>
	<p>Details relating to the management of the surface water should demonstrate how surface water will be managed on site to prevent an increase in flood risk during the various construction stages of development from initial site works through to completion. This shall include temporary attenuation, additional treatment, controls, maintenance and protection. Details regarding the protection of any proposed infiltration areas should also be provided</p>
	<p>Details of the SuDS Maintenance Plan should include for routine maintenance, remedial actions and monitoring of the separate elements of the system, and should also include procedures that must be implemented in the event of pollution incidents within the development site.</p>

	The results of the infiltration testing should conform to BRE Digest 365 Soakaway Design. The LLFA would accept the proposal of an alternative drainage strategy that could be used should infiltration results support an alternative approach
	Public Rights of Way must not be re-routed, encroached upon or obstructed in any way without authorisation. To do so may constitute an offence under the Highways Act 1980.
	Public Rights of Way must not be further enclosed in any way without undertaking discussions with the County Council's Safe and Sustainable Travel Team (0116) 305 0001.
	If the developer requires a Right of Way to be temporarily diverted or closed, for a period of up to six months, to enable construction works to take place, an application should be made to <a href="mailto:networkmanagement@leics.gov.uk">networkmanagement@leics.gov.uk</a> at least 8 weeks before the temporary diversion / closure is required.
	Any damage caused to the surface of a Public Right of Way, which is directly attributable to the works associated with the development, will be the responsibility of the applicant to repair at their own expense to the satisfaction of the Highway Authority.
	No new gates, stiles, fences or other structures affecting a Public Right of Way, of either a temporary or permanent nature, should be installed without the written consent of the Highway Authority. Unless a structure is authorised, it constitutes an unlawful obstruction of a Public Right of Way and the County Council may be obliged to require its immediate removal.
	<p>The submitted TPP and AMS required under condition 25 should include:</p> <ul style="list-style-type: none"> <li>a) Location and installation of services/ utilities/ drainage which traverse RPA or otherwise likely to impact trees including proposed trees.</li> <li>b) Methods of demolition within the root protection area ( RPA as defined in BS 5837: 2012) of the retained trees.</li> <li>c) Details of construction within the RPA or that may impact on the retained trees.</li> <li>d) a full specification for the installation of boundary treatment works which may impact retained or proposed trees.</li> <li>e) a full specification for the construction of any roads, parking areas and driveways, including details of the no-dig specification and extent of the areas of the roads, parking areas and driveways to be constructed using a no-dig specification. Details shall include relevant sections through them.</li> <li>f) Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of no-dig surfacing within Root Protection Areas is proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses.</li> <li>g) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.</li> <li>h) a specification for scaffolding and ground protection within tree protection zones.</li> <li>i) Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.</li> <li>j) details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires to ensure these are not within or adjacent to RPA.</li> </ul>

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| <ul style="list-style-type: none"><li>k) Boundary treatments within the RPA</li><li>l) Methodology and detailed assessment of root pruning</li><li>m) Arboricultural supervision and inspection by a suitably qualified tree specialist</li><li>n) Reporting of inspection and supervision</li><li>o) Methods to improve the rooting environment for retained and proposed trees and landscaping</li><li>p) Veteran and ancient tree protection and management, if present within the site</li></ul> |
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Item No. 2

**Application Reference Number** P/18/1397/2

<b>Application Type:</b>	Full	<b>Date Valid:</b>	10/07/2018
<b>Applicant:</b>	Mr Sharp		
<b>Proposal:</b>	Conversion of single C3 dwelling to 3 C3 self-contained flats comprising 1 x 1 bed and 2 x 2 bed and erection of first floor extension to rear.		
<b>Location:</b>	1 Woodgon Road Anstey LE7 7EQ		
<b>Parish:</b>	Anstey	<b>Ward:</b>	Anstey
<b>Case Officer:</b>	Joseph Davies	<b>Tel No:</b>	01509 634988

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Background

This application was reported to the Plans Committee meeting of 20th September 2018. The Committee's resolution to approve the application is set out in the minutes elsewhere on the agenda. A copy of the previous committee report is attached as an appendix to this report

Following the meeting, the lack of reporting of Parish Council comments, submitted in response to standard consultation processes on the application, was noted. The decision on the application has not been issued because in determining an application the representation received from the Parish Council should be taken into account.

In the circumstances, the Committee is asked to confirm its resolution on this item having taken account of this update report and the Parish Council comments.

Updated Information

Anstey Parish Council – comments received 8th August 2018: proposal would exacerbate an already existing problem of parking on Woodgon Road and Edward Street.

Officer Update

The highway and parking implications of the proposal on the local road network were discussed in some detail at the meeting of the Plans Committee in September. The subject area was raised in both Public Speaking and the subsequent debate by Committee members.

The issues raised by the Parish Council do not raise any new material planning matters that were not considered during the previous resolution on the proposal by the Plans Committee.

In the circumstances there is no change to the officer recommendation set out in the previous report.

Recommendation

That the Committee confirms its resolution on this item having taken account of this update report and the Parish Council comments.



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This application is presented to the Plans Committee at the request of Councillor Deborah Taylor on the grounds of parking provision.

**Description of the Application**

**Site Description**

The application site currently comprises a semi-detached 4 bedroom, 3 storey dwelling on the corner of Woodgon Road and Edward Street in Anstey. The property is finished in white render at ground floor level and brickwork at first floor level. To the west of the site is the attached dwelling at 3 Woodgon Road and to the north is the dwelling at 14 Edward Street.

**Proposal**

The application proposes the conversion of the existing single dwelling into three self-contained flats comprising 1 x 1 bed and 2 x 2 bed dwellings and the erection of a first floor rear extension to property to accommodate this, which would have a pitched roof, with a dormer at first floor level. The parking provision serving the proposed development would comprise two spaces to the rear, with the existing garages being converted to car ports. The rear extension would be approximately 3.39 metres in length, would be the same width as the existing dwelling and would be 4.27 metres in height to the eaves and 6.22 metres in maximum height. The materials of the proposed extension would match those on the original dwelling house.

**Development Plan Policies and other material considerations**

Charnwood Local Plan 2011-2028 Core Strategy

Policy CS1 – Development Strategy sets out the priority locations for growth in the Borough over the plan period. It establishes a settlement hierarchy in which Anstey is designated as a service centre.

*Policy CS2 – High Quality Design sets out the design-related criteria for achieving high quality design. It includes reducing the impact of development to make it more resilient to the effects of climate change; well-designed streets and spaces and making sure development is of an appropriate quality to protect the amenities of people who live or work nearby. It will therefore be essential to consider the massing, height, landscape, layout and materials in new development.*

*Policy CS25 – Presumption in Favour of Sustainable Development sets out that the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It pledges to work proactively with applicants to jointly find solutions to approve development wherever possible to secure improvements to the economic, social and environmental conditions in an area. Planning applications that accord with the policies in the Core Strategy will be approved without delay unless material considerations indicate otherwise.*

#### *Saved Policies of the Borough of Charnwood Local Plan*

*Policy EV/1 – Design seeks to ensure a high standard of design for development which respects the character of the area, nearby occupiers, and is compatible in mass, scale, layout, whilst using landforms and other natural features. It should meet the needs of all groups and create safe places for people.*

*Policy TR/18 – Parking Provision in New Development seeks to ensure adequate car parking is provided to secure highway safety and minimise harm to visual and local amenities. The adopted standards are used as a starting point in assessing the level of provision and represent the maximum level.*

#### *The National Planning Policy Framework 2018 (NPPF)*

*The National Planning Policy Framework (NPPF) is a material consideration in planning decisions. The NPPF contains a presumption in favour of sustainable development.*

*Paragraph 8 identifies the economic and social roles of the planning system, both to build a strong responsive economy by ensuring land (and presumably buildings) are available in the right place at the right time, and supporting the health of the community by ensuring housing for present needs that has a high quality built environment, which encompasses social and cultural well-being.*

*Paragraph 108 states that in considering development proposals, opportunities to promote sustainable modes of transport should be taken up, safe and sustainable access should be achieved for all users; and any significant impacts from development on the transport network should be cost effectively mitigated to an acceptable degree.*

#### *Leicestershire Highways Design Guide (2018)*

*The Leicestershire Highway Authority was one of 6 East Midland authorities that adopted the Design Guide for new development. The guide contains in Section DG6 – Public Transport, advice that pedestrian access to bus routes should generally, in urban areas, be a maximum of 400 metres and desirably no more than 250 metres from proposed development. In rural areas the walking distance should not be more than 800 metres.*

*Although the guidance has been withdrawn and there is no replacement document as yet, it is likely that no major changes would be made to its recommendations, albeit without the input of the Leicestershire County Council.*

### Leading in Design (SPD)

*Seeks to encourage, promote and inspire higher design standards in new development throughout Charnwood and, amongst other things, at Appendix 4, sets out Space Standards for Residential Development.*

### **Relevant Planning History**

*P/81/2412/2 – Change of use to electrical contracting shop, office and stores - Refused.*

### **Responses of Statutory Consultees**

*LCC Highways – With regards to the parking provision for this application, the existing garage for the existing property is considered to be substandard as the internal dimensions are not in accordance with the Leicestershire Highways Design Guide (6m x 6m for a double garage) as the length of the garage to the doors is approximately 4.8 metres long.*

*As a result it could be considered the existing property does not have any available off-street parking provision. The existing four bed property would require three spaces. Should the Applicant remove the garage, the two parking spaces would meet the absolute minimum length of 4.8 metres long and given the parking area is 5.4 metres wide it would be of sufficient width to accommodate two vehicles.*

*The quantum of development proposed would require five parking spaces, however the above amendments would make two useable spaces within the site. As a result the development has a shortfall of three parking spaces, which is similar to what could be generated by the current dwelling.*

*There are no Personal Injury Collisions within the vicinity of the site during the last five years, thus the proposals would not give rise to any road safety concerns. The site is also located in a sustainable location in transport terms close to the centre of Anstey and regular bus services to Leicester City Centre and the Applicant is also providing cycle parking which is welcomed.*

*Given the above, the LHA would not seek to resist the proposals. It would be advisable to condition the car/ cycle parking spaces as part of any advice for approval.*

### **Other Comments Received**

- ) Councillor Taylor has requested that the application is called in to Plans Committee, due to concerns regarding parking provision.*
- ) The occupiers of 3 Woodgon Road and 11, 16, 20 and 21 Edward Street have objected to the application on the grounds of:
  - impact on parking provision**

- overlooking of the garden area
- insufficient parking provision and emergency access.

### **Consideration of the Planning Issues**

*The main issues to be considered in the determination of this application are:*

- 1. The principle of development;*
- 2. Design;*
- 3. Neighbour amenity; and*
- 4. Highway safety and parking provision.*

#### *The principle of development*

*All planning applications must be considered on their individual merits in accordance with the development plan in place at the time, unless material considerations indicate otherwise. In this context, the site of the proposed dwelling lies within Anstey, which is designated as a Service Centre under Policy CS1 of the Charnwood Local Plan Core Strategy 2015. The Core Strategy makes provision for at least 3,000 new homes within and adjoining Service Centres between 2011 and 2028. It also states that the Council will respond positively to sustainable development which contributes towards meeting development needs, supports the strategic vision, makes effective use of land and is in accordance with the policies in the Core Strategy.*

*The principle of residential development in this location is therefore considered to be acceptable, unless material considerations indicate otherwise. The proposed development therefore generally accords with the tenet of Policies CS1 and CS25 of the Charnwood Local Plan 2011-2028 Core Strategy.*

#### *Design*

*In relation to design, the only external alteration would be the two storey extension to the rear of the property, which would replace an existing single storey extension that detracts from the street scene. This two storey extension would be subservient, being set down from the existing building, with a pitched roof and a pitched roof dormer at first floor level. It would also incorporate matching materials. The design of the proposed extension is therefore considered to be acceptable and would not be out of keeping with the street scene. As there are no other external alterations, the impact on design and visual amenity is considered to be acceptable.*

*The impact of the proposed development on design and visual amenity is therefore considered to be in accordance with Policy CS2 of the Charnwood Local Plan Core Strategy and Saved Policy EV/1 of the Borough of Charnwood Local Plan 2004.*

#### *Neighbour amenity*

*The site is positioned on a corner plot and to the west of the site is 3 Woodgon Road. This property has no rear windows, close to the boundary with the applicant's property and there would therefore be no significant impact on loss of light as a result of the proposed two storey rear extension. Furthermore, there are no side windows proposed*

*facing this property that would result in overlooking, with the only new windows proposed facing the street scene on Edward Street. The impact of the proposal on 3 Woodgon Road is therefore considered to be acceptable.*

*The property at 14 Edward Street to the north would be approximately 7.5 metres from the rear elevation of the proposed extension and there would be no windows facing this property. Due to the distance between the two properties and the lack of rear windows in the proposed extension, the impact on loss of light and overlooking to this property is therefore also considered to be acceptable. There are also no other properties close enough to the site to be impacted upon by loss of light or overlooking.*

*In terms of the impact in relation to noise, as the property is currently in residential use and would remain as such, with only a minor intensification of this use, it is considered that there would be no significant impact in relation to noise and disturbance.*

*In light of the above, the impact of the proposed development on neighbour amenity is considered to be acceptable and would accord with Policies CS2 and EV/1.*

#### *Highway safety and parking provision*

*With regard to the parking provision, the existing garage for the property cannot be counted as a useable parking space as the internal dimensions are not in accordance with the Leicestershire Highways Design Guide which require a minimum internal size of 3 x 6 metres for a single garage and 6 x 6 metres for a double garage.*

*The existing property therefore does not have any useable off-street parking provision at present and the existing four bedroom property requires three off-street spaces. Should the Applicant remove the garage doors and internal dividing wall, converting the structure into a car port, the two parking spaces would meet the minimum length of 4.8 metres and would be 5.4 metres in width. This would comply with the minimum width requirement for 2 parking spaces.*

*The development proposed would require five off-street parking spaces. With the 2 additional spaces provided, the proposed development would have a shortfall of three parking spaces. This is the same as the existing shortfall of parking spaces at the site.*

*There have been no personal injury collisions within the vicinity of the site during the last five years, thus the proposals would not give rise to any road safety concerns. The site is also located in a sustainable location in transport terms close to the centre of Anstey and regular bus services to Leicester city centre and the Applicant is also providing cycle parking which is welcomed. It would be conditioned that the two additional off-street parking spaces and cycle parking are provided.*

*The Local Highway Authority has also confirmed that they have no objections to the proposed development.*

*Given the above, the proposed development is considered to be acceptable in relation to highway safety and parking provision and is in accordance with Saved Policy TR/18 of the Borough of Charnwood Local Plan 2004 and Paragraph 108 of the National Planning Policy Framework 2018.*

## Conclusion

The application site lies within a Service Centre as designated in the adopted 2015 Core Strategy, which states that development would be supported in these locations subject to other material planning considerations. The design, visual amenity, neighbour amenity and highway safety issues raised by the proposal are considered to be acceptable. It is therefore recommended that planning permission is granted for the proposed development.

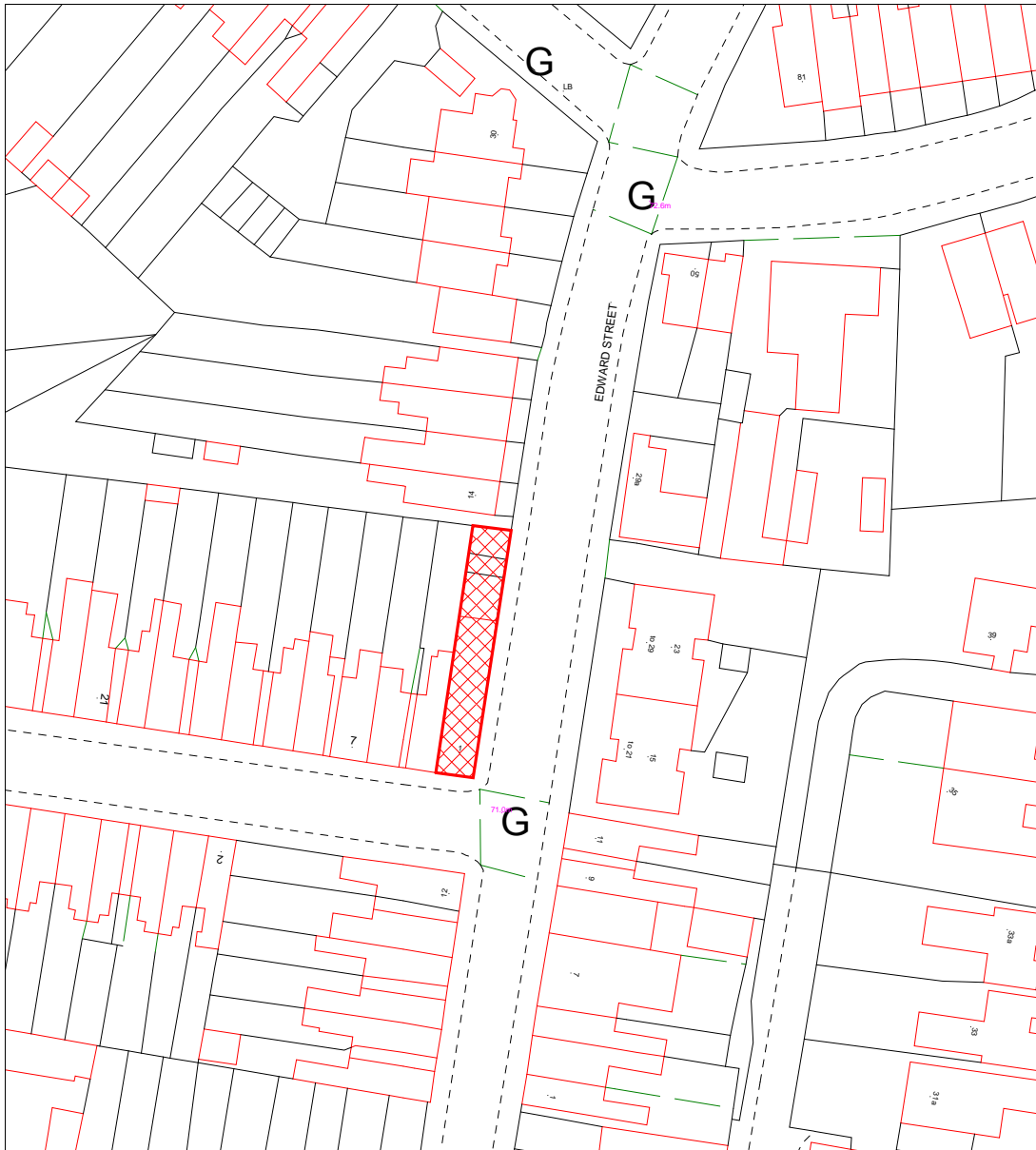
## **RECOMMENDATION:-**

### *Grant Conditionally*

- 1     *The development, hereby permitted, shall be begun not later than 3 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 Section 51 of the Planning and Compulsory Purchase Act 2004.*
  
- 2     *The facing materials to be used in the construction of the new works hereby permitted shall match as closely as possible those of the existing building.  
REASON: To ensure the satisfactory appearance of the completed development.*
  
- 3     *The development hereby permitted shall be carried out in accordance with the following plans:  
Location Plan - A4 - 990/01;  
Site Plan - A3 - 990/02; and  
Proposed Plans & Elevations - 990/04.  
REASON: For the avoidance of doubt and to define the terms of the permission.*
  
- 4     *No use or occupation of the building shall begin until provision has been made within the application site for the parking of cycles, in accordance with the details shown on plan 990/02 - Site Plan - A3. The area occupied by the cycle parking shall thereafter not be used for any other purpose.  
REASON: To encourage the use of bicycles as an alternative to the car.*
  
- 5     *No occupation of the proposed development shall begin until the two parking spaces shown on the drawing entitled: Proposed Plans & Elevations – A1 – 990/04 are provided, with the garage dividing wall and doors removed. Those areas shall not thereafter be used for any purpose other than the parking of vehicles and for servicing.  
REASON: To ensure that adequate off-street parking is provided and maintained, in the interests of road safety.*

*The following advice notes will be attached to a decision*

- 1 *Discussion with the applicant to seek an acceptable solution was not considered necessary in making this decision. The Local Planning Authority has therefore acted pro-actively to secure a sustainable form of development in line with the requirements of the National Planning Policy Framework (paragraphs 186 and 187) and in accordance with The Town and Country Planning (Development Management Procedure) (England) Order 2015.*
- 2 *The provisions of the Party Wall Act 1996 may apply in relation to the boundaries with neighbouring properties. A Solicitor or Chartered Surveyor should be able to give advice about whether and how the proposed work falls within the scope of this Act.*



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## Delegated planning decisions made by Charnwood Borough Council since the last Plans Committee meeting

Application number	Application type	Location	Proposal	Decision	Decision date	Ward
P/17/2338/2	Full	Land at Cropston Road Anstey Leicestershire LE7 7GG	Removal of condition 25 of P/14/0428/2 relating to off-site highway works to A46 to allow for an off-site contribution to a wider highways scheme.	Permission granted subject to conditions	19-Sep-2018	Anstey
P/18/1587/2	Full	113 Wanlip Lane Birstall LE4 4GL	Installation of roller shutter to front elevation of existing retail unit.	Permission granted subject to conditions	27-Sep-2018	Birstall Watermead
P/18/1515/2	Full	The Woodyard 15 Ulverscroft Lane Newtown Linford LE6 0AJ	Erection of a barn	Permission granted subject to conditions	24-Sep-2018	Forest Bradgate
P/17/2208/2	Full	Benscliffe Hay Benscliffe Road Newtown Linford Leicestershire LE6 0AG	Change of use of land to residential including landscaping, driveway and site entrance gate.	Permission granted subject to conditions	25-Sep-2018	Forest Bradgate
P/18/1471/2	Full	Loughborough Air Gun club Little Moor Lane Loughborough LE11 1RH	Continuous use of Shooting shelter.	Permission granted subject to conditions	21-Sep-2018	Loughborough Hastings
P/18/1364/2	Full	27a Derby Road Hathern LE12 5LD	Erection of a single storey building for storage following the demolition of disused petrol filling station	Permission granted subject to conditions	21-Sep-2018	Loughborough Hathern & Dishley
P/18/1503/2	Full	55 Dovecote Street Hathern Leicestershire LE12 5HS	Variation of condition 2 to application P/17/0766/2 to various external design alterations.	Permission granted subject to conditions	27-Sep-2018	Loughborough Hathern & Dishley

Application number	Application type	Location	Proposal	Decision	Decision date	Ward
P/18/1580/2	Full	21 Shepshed Road Hathern LE12 5LL	Variation of condition 2 of planning application P/17/0518/2 to include conversion of loft space to dwelling.	Permission granted subject to conditions	28-Sep-2018	Loughborough Hathern & Dishley
P/18/1505/2	Full	27 Duke Street Loughborough LE11 1ED	Retention of 2 extractor chimneys.	Permission granted subject to conditions	18-Sep-2018	Loughborough Lemyngton
P/18/0152/2	Reserved Matters	Land at Loughborough University Science and Enterprise Park Loughborough LE11 3QF	Erection of 9560.58sqm office building with associated development (reserve matters - outline permission P/07/2740/2 refers)	Permission granted subject to conditions	10-Sep-2018	Loughborough Nanpantan
P/18/1368/2	Full	CBC Nanpantan Sports Ground, CBC Nanpantan Sports Ground Muga Watermead Lane Loughborough LE11 3YE	Erection of single storey extension to existing club room.	Permission granted subject to conditions	10-Sep-2018	Loughborough Outwoods
P/18/1478/2	Full	Nanpantan Hall Nanpantan Road Loughborough LE11 3YF	Installation of roof light to north facing roof pitch.	Permission granted subject to conditions	28-Sep-2018	Loughborough Outwoods
P/18/1433/2	Full	Unit A Allendale Road Loughborough LE11 2HX	Installation of 2 air conditioning, condenser units and 2 extractor vents.	Permission granted subject to conditions	14-Sep-2018	Loughborough Shelthorpe
P/17/1832/2	Reserved Matters	Land off Lodge End Woodthorpe Loughborough Leicestershire	Erection of 33 dwellings and associated works. (Reserved Matters - Outline application P/14/0242/2 refers)	Permission granted subject to conditions	13-Sep-2018	Loughborough Shelthorpe Quorn & Mountsorrel Castle

<b>Application number</b>	<b>Application type</b>	<b>Location</b>	<b>Proposal</b>	<b>Decision</b>	<b>Decision date</b>	<b>Ward</b>
P/18/1396/2	Full	Forest Field Forest Road Loughborough LE11 3NS	Erection of two storey extension to link two detached buildings and provision of air conditioning units to rear.	Permission granted subject to conditions	12-Sep-2018	Loughborough Southfields
P/18/1539/2	Full	Beehive Lane Multi Storey Car Park Beehive Lane Loughborough LE11 2TY	Raising of balustrade to 2m high upon top floor of multi storey car park.	Permission granted subject to conditions	21-Sep-2018	Loughborough Southfields
P/18/1444/2	Outline Planning Permission	Land rear of 8 Burfield Avenue Loughborough LE11 3AZ	Site for the erection of one detached dwelling accessed off William Street.	Permission granted subject to conditions	27-Sep-2018	Loughborough Southfields
P/18/1612/2	Full	29 Fearon Street Loughborough Leicestershire LE11 5DG	Conversion of existing outbuilding to form 2 studio apartments with associated landscaping, and the provision of cycle and bin storage facilities.	Permission granted subject to conditions	28-Sep-2018	Loughborough Storer
P/18/1388/2	Full	240 Swithland Lane Rothley Leicestershire LE7 7UE	Extension to railway museum and provision of additional rail track.	Permission granted subject to conditions	20-Sep-2018	Rothley & Thurcaston
P/18/0752/2	Full	31 The Ridgeway Rothley Leicestershire LE7 7LE	Demolition of existing outbuildings and erection of one detached dwelling on land to rear of existing house, formation of associated vehicular access drive associated landscaping works.	Permission refused	20-Sep-2018	Rothley & Thurcaston
P/18/1100/2	Full	49 North Street Rothley LE7 7NN	Change of use of first floor to 3 no. flats.	Permission granted subject to conditions	24-Sep-2018	Rothley & Thurcaston

<b>Application number</b>	<b>Application type</b>	<b>Location</b>	<b>Proposal</b>	<b>Decision</b>	<b>Decision date</b>	<b>Ward</b>
P/18/1500/2	Full	Land to the rear of 56 and 58 Wellbrook Avenue Sileby LE12 7QQ	Erection of dwelling.	Permission refused	27-Sep-2018	Sileby
P/18/1354/2	Full	9 Brook Street SYSTON LE7 1GD	Installation of two external extraction flues to existing spray booth	Permission refused	17-Sep-2018	System West
P/18/0876/2	Full	Fox and Hounds PH 2 High Street System Leicestershire LE7 1GP	Ground floor and first floor extensions to rear of public house.	Permission granted subject to conditions	19-Sep-2018	System West
P/18/0912/2	Full	32 and 34 Springfield Close Burton On The Wolds Leicestershire LE12 5AN	Erection of two detached dwellings and garage/workshop to serve No 32.	Permission refused	20-Sep-2018	The Wolds
P/18/2449/2	Full	Unit 3 Westmoreland Avenue Thurmaston LE4 8PH	Proposed erection of petrol station, reconfiguration of carpark, landscaping and associated works.	Permission granted subject to conditions	10-Sep-2018	Thurmaston
P/18/1561/2	Full	rear of 141 Colby Drive Thurmaston Leicestershire LE4 8LE	Erection of detached bungalow fronting The Coppice and widening of existing vehicular access to Colby Drive and formation of parking area to serve No. 141 Colby Drive.	Permission granted subject to conditions	25-Sep-2018	Thurmaston