

Item No. 1

Application Reference Number P/18/2172/2

Application Type:	Full	Date Valid:	30/10/2018
Applicant:	Mr M Horsley		
Proposal:	Erection of 3 detached dwellings and alterations to existing dwelling.		
Location:	102 Warwick Avenue Quorn Leicestershire LE12 8HE		
Parish:	Quorn	Ward:	Quorn & Mountsorrel Castle
Case Officer:	Deborah Liggins	Tel No:	01509 634733

The application has been brought to Plans Committee at the request of Councillor Hunt and Councillor Shepherd who are concerned about the effect of the development on the street scene and they are of the view the development has an overbearing impact.

Description of the Application Site

The application site lies on the southern side of Warwick Avenue within an established residential area and inside the Quorn Limits to Development as identified in the Borough of Charnwood Local Plan. The existing house is two storey and is bounded to the street with a 1m high fence. A detached double garage lies to the south east corner of the site which currently comprises the landscaped garden to No. 102 Warwick Avenue.

The site is not within the designated Conservation Area and there are no trees on the site that are subject to Tree Preservation Orders. Surrounding housing largely dates from the 1970s and comprises good quality family homes occupying spacious plots with open frontages to Warwick Avenue. The existing dwelling at number 102 dates from the 1930s; pre-dating the surrounding development, and is therefore at variance with the prevailing character of the area. Dwellings on Warwick Avenue have been subject to extensions and significant alteration in some cases and the street scene is of dwellings of mixed styles, ages and materials.

The Application Proposals

The proposal is to retain the existing dwelling with modifications to ground and first floor fenestration and to erect 3 additional dwellings. Two of these would be placed to the southeast of the house (between the house and No. 96 Warwick Avenue) and one to the northwest adjacent No. 106. The proposed houses would be identical detached 4 bedroom dwellings which would comprise the following accommodation: ground floor kitchen/dining room, utility room and lounge, first floor 2 bedrooms with study/dressing room and bathroom, and a further en-suite bedroom contained within the roof space. It is considered by officers that the study/dressing room could be used as a small bedroom. The Housing Act 1985 sets out minimum bedroom sizes and although this room is too small for adult occupation, it

would be suitable under the legislation to be occupied by a child under the age of 10 years old. Accordingly the proposal has been considered as 4 bedroom dwellings.

Each property would measure 5.1m high to first floor eaves and 8.1m to the ridge. Each dwelling would have two car parking spaces to the front, landscaping and private rear gardens. Two frontage car parking spaces would also be provided for the retained dwelling together with a good sized private rear garden. Rear garden dividing boundaries would be formed from 1.8m high close boarded fences and the houses are proposed to be constructed from a brick and tile to match the existing house although the details of the exact type and colour are as yet unknown. In the event members are minded to grant planning permission, a planning condition could be imposed to require samples of materials to be submitted prior to the commencement of the development.

The applicant has submitted additional material to support the proposals in response to neighbour comments which have been received. The application is also supported by the following documents and information:

- Planning Statement/Design and Access Statement which sets out the policy and local context for the proposal
- Topographical survey
- Site sections
- Contextual information
- Images of resultant street scene.
- Design review assessment

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. This focuses housing development in locations around the Leicester Principal Urban Area and Loughborough and Shepshed with three Sustainable Urban Extensions. The next tier of settlements proposed for development in this strategy are the seven Service Centres, which include Quorn.

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.

Policy CS3 – We will manage the delivery of at least 13,940 new homes between 2011 and 2028 to balance our housing stock and meet our community's housing needs. This will be done seeking an appropriate mix of types, tenures and sizes of homes, having regard to identified housing needs and the character of the area; and seeking all new housing to be built to 'Lifetime Homes', where feasible.

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 and by securing new and enhanced bus services where new development is more than 400m walk from an existing bus stop.

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 NPPF.

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

The policies relevant to this proposal include:

Policy ST/2 – Limits to Development which aims to confine development to land within the Limits to Development identified on the Proposals Map.

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

Other Material Considerations

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 7 states that the purpose of the planning system is to contribute to the achievement of sustainable development.

Paragraph 8 explains that achieving sustainable development means that the planning system has 3 overarching objectives, which are interdependent and need to be pursued in mutually supportive ways. The overarching aims are:

- An economic objective – 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 objective – 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;

- An environmental objective – contributing to protecting and enhancing our natural, built and historic environment.

Paragraph 11 states that where development accords with an up to date Development Plan it should be granted planning permission but that where relevant policies are absent or the policies which are most important for determining the application are out of date permission should be granted unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
- policies in the NPPF that protect areas or assets of importance provide a clear reason for refusal.

Footnote 7 makes it clear that where applications for housing are being considered if a 5 year supply of housing land cannot be demonstrated or the housing delivery test indicates that the level of delivery of housing is less than 75% of the housing requirement over the last 3 years that housing supply policies should be considered to be out of date.

Paragraph 12 adds further emphasis to the primacy of the development plan stating that where proposals don't accord with an up to date plan they should normally be refused unless material considerations indicate otherwise.

Paragraphs 15-33 set out that the planning system should be genuinely plan-led and that succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities and a platform for local people to shape their surroundings. Paragraph 31 states that the preparation and review of all policies should be underpinned by relevant and up-to-date evidence.

Paragraph 38 indicates that local planning authorities should approach decisions on proposed development in a positive and creative way and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers should seek to approve applications for sustainable development where possible.

Paragraph 47 of the NPPF states that planning law requires that applications for planning permission should be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.

Paragraph 59 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

Paragraph 61 sets out that the size, type and tenure of housing need for different groups in the community should be assessed and reflected in planning policies (including but not limited to, those who require affordable housing, families with children older people,

students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes.

Paragraph 68 explains that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built out quickly. The paragraph then goes on to explain how such sites might be promoted.

Paragraph 70 sets out that plans should consider the case for setting out policies to resist inappropriate development of residential gardens, for example, where development would cause harm to the local area.

Paragraph 73 sets out that local planning authorities are expected to maintain a 5 year housing land supply and should identify and annually update their supply of specific deliverable sites as measured against the overall housing requirement for the plan period. This should include a buffer and in Charnwood this is an additional 5% in order to ensure choice and competition in the market for land.

Paragraph 77 says that planning policies and decisions should be responsive to local circumstances and support housing developments that reflect local needs.

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

Paragraph 118 lends weight to the use of brownfield sites to meet identified need for housing. It extends this to the promotion of development of under-utilised land and buildings where there is housing need and land supply is constrained.

Paragraph 122 seeks to use land efficiently using higher density development where this is appropriate.

Paragraph 127 seeks to secure high quality design through planning decisions.

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 and consolidates this guidance on various topics into one location and condenses previous guidance on various planning related issues. The document also sets out relevant guidance 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 policy framework as set out in the NPPF

Leading in Design Supplementary Planning Document (February 2006)

This document encourages and provides guidance on achieving high quality design in new development. Appendix 4 sets out spacing standards for new housing developments to ensure that overlooking and over dominance do not occur and that a good quality design is achieved.

Housing Supplementary Planning Document (2017)

Adopted in May 2017, the SPD provides guidance to support the Local Plan Core Strategy and the saved policies of the Borough of Charnwood Local Plan.

Leicestershire Housing and Economic Development Needs Assessment (HEDNA) – 2017

HEDNA provides evidence of local housing needs and an assessment of the recommended housing mix based on the expected demographic changes up to 2036. The housing mix evidence can be accorded significant weight as it reflects known demographic changes.

Leicestershire Highway Authority – Design Guide

This guidance deals with highways and transportation infrastructure for new developments including the amount of access required for a development of this size.

Quorn Village Design Statement (2008)

The Quorn Village Design Statement seeks to record the features of the built and natural environment of the village that are valued by its residents. The main purpose of the document is to safeguard and enhance the character of the village by promoting sympathetic and contextually appropriate design in all new developments. The document sets out various guidelines to inform developers as to what would be expected in terms of development quality.

Quorn Neighbourhood Plan

This document has been submitted and is waiting the Examiner's Report but is not yet an adopted document forming part of the Development Plan. Given its advanced stage it can be afforded some weight in the determination of this planning application. Relevant policies include:

- Policy S1 requires any new housing developments to be located on sites that minimise negative impact on existing traffic, parking, community resources and amenities, and meet a locally demonstrated housing need, including homes for older people and for young couples.
- Policy H3 seeks a housing mix of 1, 2, or 3 bed dwellings and homes suitable for older people and those with restricted mobility. Dwellings with 4+ bedrooms should be a clear minority
- Policy H5 provides specifically for windfall development on infill plots.

Relevant Planning History

P/77/2300/2 – Erection of garage – granted conditionally

P/88/1532/2 – Studio extension to rear of garage – granted conditionally

P/98/2148/2 – Extension to side and rear of detached house. Amendment to siting of conservatory – granted conditionally.

Response of Statutory Consultees

Quorn Parish Council objects to the proposal on the grounds that the development would have an overbearing impact on the street scene and on the close proximity of the new houses. The Parish Council considers that the development would not be in harmony with neighbouring properties and the street as a whole.

The County Highway Authority initially considered that the application as submitted did not fully assess the highway impact of the proposed development and further information was required. Additional information was received and the Highway Authority was re-consulted. The Highway Authority, based on the additional information, now considers that the residual cumulative impacts of the development can be mitigated and are not severe in accordance with the NPPF (2018), subject to the imposition of planning conditions to secure visibility splays, car parking etc.

The Council's Environmental Health Service comments that whilst there are no objections to the proposal in principle, there is potential for noise and dust nuisance to local residents during construction. It is therefore recommended that the applicant be made aware of required steps to limit dust and other nuisance to neighbours and that a condition be attached to any grant of planning permission in order to secure a Construction Method Statement.

Third Party Representations

Ward Councillor Hunt has raised concerns about the effect of the development on the street scene and the overbearing impact of the development, not only in terms of the number of properties being proposed on the plot but also the overbearing impact on neighbouring occupiers.

Ward Councillor Shepherd concurs with the concerns as expressed by Councillor Hunt.

Public Comment

A number of representations have been received against the proposal from the following residents with no letters of support being received:

Beardsley Road - 1
Loughborough Road – 2
Poulteney Drive – A resident
Rumsey Close –2, 3, 4, 5, 7, 8, 9, 11
Warwick Avenue – 7, 59, 67, 71, 77, 79, 81, 83, 96
Woodhouse Road - 14
2 other residents where their addresses are unknown

Objections to the application are made on the following grounds:

- Loss of privacy
- Loss of sunlight and daylight
- Overdevelopment of the site – plot is too small to support 3 additional dwellings
- The houses are not needed

- The development is incongruous to the house being retained on the site and the appearance of the street scene where properties have wide frontages
- Accommodation the new dwellings is spread over 3 levels
- The design of the dwellings is not in keeping with the density of the surrounding estate
- Roof heights would be higher than the surrounding dwellings
- The design of the proposal is out of character with the estate where dwellings retain space around them
- Land levels within the application site are already elevated 3-4 feet higher than Rumsey Close gardens & proposed dwellings would have an overbearing impact
- Warwick Avenue is heavily trafficked and this main route into the estate is also used as a school drop off point for the nearby St Bartholomew's Primary School. Vehicles often park on the pavement creating dangers for school children.
- The development would make the junction of Warwick Avenue and Woodhouse Road more dangerous
- The parking spaces on the plans are not big enough
- There are recorded traffic accidents at the junction of Poulteney Drive and Warwick Avenue
- Cars that currently park within Warwick Avenue would be displaced when the new access points are in use.
- The proposed tandem spaces for one of the units would be impractical.
- Loss of trees and established hedgerows
- The development would have an adverse impact on the health of nearby occupiers.
- Removal of vegetation would impact on wildlife
- Existing houses may become unstable as a result of the development
- Capacity of the main sewage system is questioned.
- Double yellow lines should be painted on at least one side of Warwick Avenue
- Noise, disturbance and inconvenience during building operations.
- The nearby school is already oversubscribed
- Property values would be negatively impacted

Consideration of the Planning Issues

This application is for full planning permission and the key considerations are:

- Principle of development
- Housing mix
- Design and Impact in the street scene
- Impact on residential amenity
- Highway safety, servicing and parking
- The planning balance

Principle of Development

The starting point for decision making on all planning applications is that they must be made in accordance with the adopted development plan unless material considerations indicate otherwise. The development plan for Charnwood comprises the Charnwood Local Plan

2011-2028 Core Strategy (2015) and those saved policies within the Local Plan which have not been superseded by the Core Strategy. The vision within the Core Strategy (2015) confirms that by the end of the plan period Charnwood aims to be one of the most desirable places to live, work and visit in the East Midlands. To achieve this development will have been managed to improve the economy, quality of life, the environment and biodiversity. The presumption in favour of sustainable development is reinforced in paragraph 11 of the NPPF.

The Local Plan Core Strategy policies, although adopted before the new NPPF was published, are less than five years old and are considered generally consistent with the new Framework. On this basis, proposals for housing development should only be approved where they accord with policy CS1 and CS11 of the Core Strategy, unless material considerations indicate otherwise. Policies contained within the Borough of Charnwood Local Plan are older than 5 years and remain material considerations in the determination process, but should be afforded less weight.

Policy CS1 of the Core Strategy sets out a settlement hierarchy for the Borough and the criteria for the considering proposals within individual tiers of settlements. This policy defines Quorn as one of a number of Service Centres which provide a range of key services. The policy seeks to provide a minimum of 3,000 new homes within and adjoining service centres between 2011 and 2028. The policy sets out that the Council will respond positively to opportunities for sustainable development and which also make effective use of land.

In considering the housing supply situation, the Council is able to show a 5.93 year supply having followed government advice on its calculation following the publication of the 2018 NPPF and subsequent advice. The Borough Council's planning policies are therefore considered to be up-to-date. In terms of decision making, Paragraph 11(c) of the NPPF (2018) states that development proposals that accord with an up-to-date development plan should be approved without delay.

The Draft Quorn Neighbourhood Plan provides a vision for the village up to 2036. The Neighbourhood Plan has been subject to consultation and has been submitted for an examination which is currently in progress. The policies of the plan therefore have weight which should be considered in the balance when making a decision on this application. The Inspector's report is expected to be realised imminently and Members will be updated if it is received prior to the consideration of this application at committee.

Policy S1 of the Draft Neighbourhood Plan requires any new housing developments to be located on sites that minimise negative impact on existing traffic, parking, community resources and amenities, and meet a locally demonstrated housing need, including homes for older people and for young couples. Policy H5 provides specifically for windfall development on infill plots. The proposed site is within the settlement boundary and is therefore supported by Policies S1 and H5 of the Draft Neighbourhood Plan in principle provided it meets all the relevant criteria including in particular that it is well-designed, retains natural boundaries and does not reduce garden land to the extent local character or neighbouring residential amenity is adversely affected. The proposed development would be of a similar scale and mass to existing dwellings within the vicinity, and would follow the existing linear pattern of the development within the street. No protected natural boundaries are lost as a result of the proposal and it is considered sufficient garden space and amenity is provided. Accordingly it is considered the relevant criteria are met.

The site is located within the Limits to Development and is a small scale 'infill' proposal within a settlement defined as a Service Centre within the Core Strategy. The development is therefore generally in accordance with policy CS1 of the Core Strategy, which directs development to the most sustainable locations in the Borough, and Policies S1 and H5 of the Quorn Draft Neighbourhood Plan.

Housing Mix

Policy H3 of the Draft Neighbourhood Plan seeks a housing mix of 1, 2, or 3 bed dwellings and homes suitable for older people and those with restricted mobility. Dwellings with 4+ bedrooms should be a clear minority.

It is recognised by officers that the study/dressing room could be considered to be a small fourth bedroom. The proposal would conflict with Policy H3 of the Draft Neighbourhood Plan which seeks to restrict 4+ bedroom dwellings. However the proposed dwellings would be relatively modest 4 bedroom dwellings, which utilise the space within the roof, rather than large executive homes. In addition the supporting text for policy H3 states that "*The balance of the housing stock in Quorn, coupled with the level of under occupancy suggests a need for smaller homes of up to three bedrooms suitable for residents wishing to downsize, as well as providing homes for small families and those entering the housing market*". The proposal includes a small fourth bedroom suitable for occupation by a young child only, making it desirable to small and growing families. Accordingly, it is considered the design and layout of the proposed dwellings, and the scale of development is in general conformity with the Neighbourhood Plan.

Design and Impact in the Street Scene

The applicant has provided information and images to show how the development would be assimilated into the street scene. Plans of the proposed street scenes show ridge heights of the new dwellings to be on a par with those of adjacent two storey dwellings and the scale and design of the dwellings is considered to be in keeping with the eclectic house types in the street. The position of the dwellings respects the current building line and although car parking would be set forward of the buildings, this is not uncommon in the street. The proposal would utilise high quality materials which would respect the retained dwelling on the site. In these respects, it is considered that the proposal would accord with design related guidance in the NPPF and Policies CS2 and EV/1, as well as Policy H5 of the neighbourhood plan and the adopted Supplementary Planning Document 'Leading in Design' and Guideline 4, 5.1 and 5.2 of the Quorn Village Design Statement which relates to the design of new housing development.

Impact on Residential Amenity

In order to meet recommended minimum separation distances as set out in Appendix 4 of adopted SPD Leading in Design, at least 21m needs to be achieved between 2 storey proposals that would oppose principle windows in existing dwellings. The proposal achieves separation distances of between 26.4m and 29.1m and, even allowing for the change of ground levels between the site and gardens to Rumsey Close properties, this distance is considered to be sufficient to ensure no significant losses of privacy are caused by the development and an overbearing impact is avoided. The overall height of the

proposed dwellings and their orientation is such that significant losses of daylight or sunlight is not likely to occur to adjacent dwellings or the retained dwelling on the site. The alterations proposed to the existing dwelling which include obscure glazing some ground and first floor windows and the provision of a new window in the front elevation would ensure that the amenities of its future occupiers are not compromised as a result of the development of new properties either side.

Overall, in terms of residential amenity it is considered that the development complies with Core Strategy Policy CS2, Local Plan Policy EV/1, Policy H5 of the Draft Neighbourhood Plan, the Leading in Design SPD and the NPPF.

Highway Safety, Servicing and Parking

Policy CS17 of the Core Strategy seeks to provide a genuine choice for the community to walk, cycle or take longer trips on public transport and Draft Neighbourhood Plan Policy H5 requires a safe vehicular and pedestrian access to the site. The proposal, for just three additional dwellings would not trigger any developer obligations through a Section 106 agreement to secure highway improvements or public transport provision. However, the site is well related to local shops and facilities and the scale of the proposal would not generate a significant additional need to travel by the private car.

Policy TR/18 indicates that planning permission will not be granted for development unless off-street parking for vehicles, including cycles, and servicing arrangements are included to secure highway safety and minimise harm to visual and local amenities. The policy promotes standards that would requires 2 spaces for a 3 bedroom dwelling and 3 parking spaces for a 4 or more bedroom dwelling, although it states that this will be used as the starting point in assessing the level of provision and represent the maximum level. The quantity of parking allowed should reflect the proposed use and the location of development, the availability of public off-street parking, the current or potential accessibility by non-car modes and the scope for practical measures to significantly reduce the use of private car trips to and from a site.

The proposal includes 2 car parking spaces per dwelling, which if the study/dressing room were to be used as a fourth bedroom would be slightly below the recommended minimum standards. However all the proposed dwellings have access to a private rear garden where cycle storage could be easily facilitated. The proposal also retains sufficient car parking for the 'host' property. Given the proposed parking provision and the application site's location within a sustainable settlement, with easy access to services and public transport, it is considered that the proposed car parking provision is sufficient to meet its needs and would not result in a significant highway safety concern. In addition, it is considered that the proposal, for 3 additional dwellings in this location would not result in cumulative or residual highway impacts that could be regarded as 'severe' as set out in the NPPF.

Having considered the additional highway information submitted by the applicant on 12th December 2018, the Local Highway Authority observed that the location of the site is between a sharp bend and a junction and that vehicle speeds were unlikely to be excessive along Warwick Avenue. The site is located in a residential area where all surrounding properties have driveway accesses and oncoming drivers would be expecting the potential to encounter vehicles entering or exiting properties along the road. The Highway Authority advises that there have also not been any Personal Injury Collisions in the vicinity of the

site, indicating there are no road safety concerns, and given the site specific circumstances the proposed visibility splays as indicated on the submitted revised plans received 12th December 2018 were acceptable.

The development is therefore considered to be acceptable in highway terms and meets Policy CS 17, Policy TR/18 and Policy H5 of the Draft Neighbourhood Plan

Planning Balance and Conclusion

In the context of the adopted Core Strategy and the saved Local Plan policies the proposal would provide housing which would contribute towards the five year supply of housing land and this is a positive aspect in the planning balance for the proposal. The site is well related to existing development and is located in a sustainable location, it being within a Service Centre, and this is an important policy consideration in the assessment of the application.

The design proposed is of an acceptable quality in terms of Policies CS2 and EV/1 and the guidance on design in the VDS and Leading in Design SPD and there is no harm relating to matters such as amenity, visual impact, highway safety that cannot be mitigated. These issues are therefore neutral in the planning balance.

However, the Draft Neighbourhood Plan seeks to specifically control housing mix to dwellings of 3 bedrooms or less and this is a material consideration which should be given weight. However, in the context of the format of the accommodation and the scale of the dwellings (being consistent with 3 bedroom properties) the weight to be given to the Neighbourhood Plan at this stage of its preparation is insufficient to justify a reason for refusal on its own.

On balance, the benefits of the scheme are therefore considered to outweigh the limited areas of harm, as set out above, and the proposal is considered to comply with relevant Development Plan policies when these are taken as a whole. Accordingly it is recommended that planning permission be granted subject to relevant planning conditions.

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 development hereby permitted shall be carried out in accordance with the following approved plans:
 - Top01 - Rev D - Topographical Survey - received 8th January 2018
 - TOP02 - Topographical Survey Overlay - received 12th December 2018
 - O2001 - Rev C - Site Plan - received 12th December 2018
 - ST001 Rev B - Garden Lengths plan - received 12th December 2018
 - ST002 Rev B - Garden Areas Plan - received 12th December 2018

ST003 Rev B - Storey Heights Plan - received 12th December 2018
ST004 Rev A - Building Lines Plan - received 12th December 2018
ST006 Rev A - House separation plan - received 12th December 2018
ST007 Rev A - House widths plan - received 12th December 2018
ST009 Rev A - Proposed Urban Grain - received 12th December 2018
P001 Rev A - Proposed plans and elevations - alterations to existing house
- revised plan received 12th December 2018
P002 - Rev J - Proposed site plan - revised plan received 12th December
2018
P006 - Rev C - Proposed street elevations - revised plan received 12th
December 2018
P008 - Rev C - Proposed floor plans and elevations of dwellings - received
5th December 2018]
P009 - Rev C - Proposed site sections - received 12th December 2018

REASON: To define the terms of the planning permission.

- 3 No materials shall be placed on the site until such time as samples of the facing bricks and any other materials to be used on the external walls and of the roofing slates, tiles and any other materials have been submitted for the agreement of the local planning authority. Only materials agreed in writing by the Local Planning Authority shall be used in carrying out the development.

REASON: To make sure that the appearance of the completed development is satisfactory.

- 4 The development, including any site works, shall not commence until such time as a Construction Method Statement has been submitted to and approved by the Local Planning Authority. This document shall include as a minimum, details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, hours of construction; piling details (if applicable); control of noise emission from site; and dust mitigation. The approved plan shall be adhered to throughout the construction period.

REASON: To ensure that the construction works take place in a manner which would not be detrimental to the environment or residential amenities, 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.

- 5 No development, including site works, shall begin until a landscaping scheme, to include those details specified below, has been submitted to and agreed in writing by the local planning authority:
- i) the treatment proposed for all ground surfaces, including hard areas;
 - ii) full details of tree planting;
 - iii) planting schedules, noting the species, sizes, numbers and densities of plants;
 - iv) finished levels or contours;
 - v) any structures to be erected or constructed;
 - vi) functional services above and below ground; and
 - vii) all existing trees, hedges and other landscape features, indicating clearly those to be removed.

REASON: To make sure that a satisfactory landscaping scheme for the development is agreed.

- 6 The landscaping scheme shall be fully completed, in accordance with the details agreed under the terms of the above condition, 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.

REASON: To make sure that the appearance of the completed development is satisfactory and to help assimilate the development into its surroundings.

- 7 No part of the development, hereby permitted, shall be occupied or used until such time as the pedestrian and vehicular visibility splays shown on drawing number P002 Rev J received by the local planning authority on 12th December 2018 have been provided on the highway boundary/site accesses. Once provided in accordance with the approved plan, the splays shall be retained in perpetuity.

REASON: To make sure that drivers leaving the accesses have adequate visibility of pedestrians, particularly children, in the interests of road safety.

- 8 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), no fence, wall, structure or hedge or other planting exceeding 0.6m in height shall be erected, placed or planted within the splay areas referred to in the previous condition.

REASON: To make sure that drivers leaving the access have adequate visibility of pedestrians, particularly children, in the interests of road safety.

- 9 Notwithstanding the submitted plans, the proposed accesses shall have a minimum width of 2.75m and shall be surfaced in a bound material with 3.7m wide dropped vehicle crossings. The accesses once provided, shall be so maintained at all times.

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.

- 10 No occupation of the dwellings shall take place until such time as its respective parking facilities shown on the approved plan have been completed in accordance with the submitted details. Thereafter, the parking facilities shall not be obstructed in any way that would prevent such use.

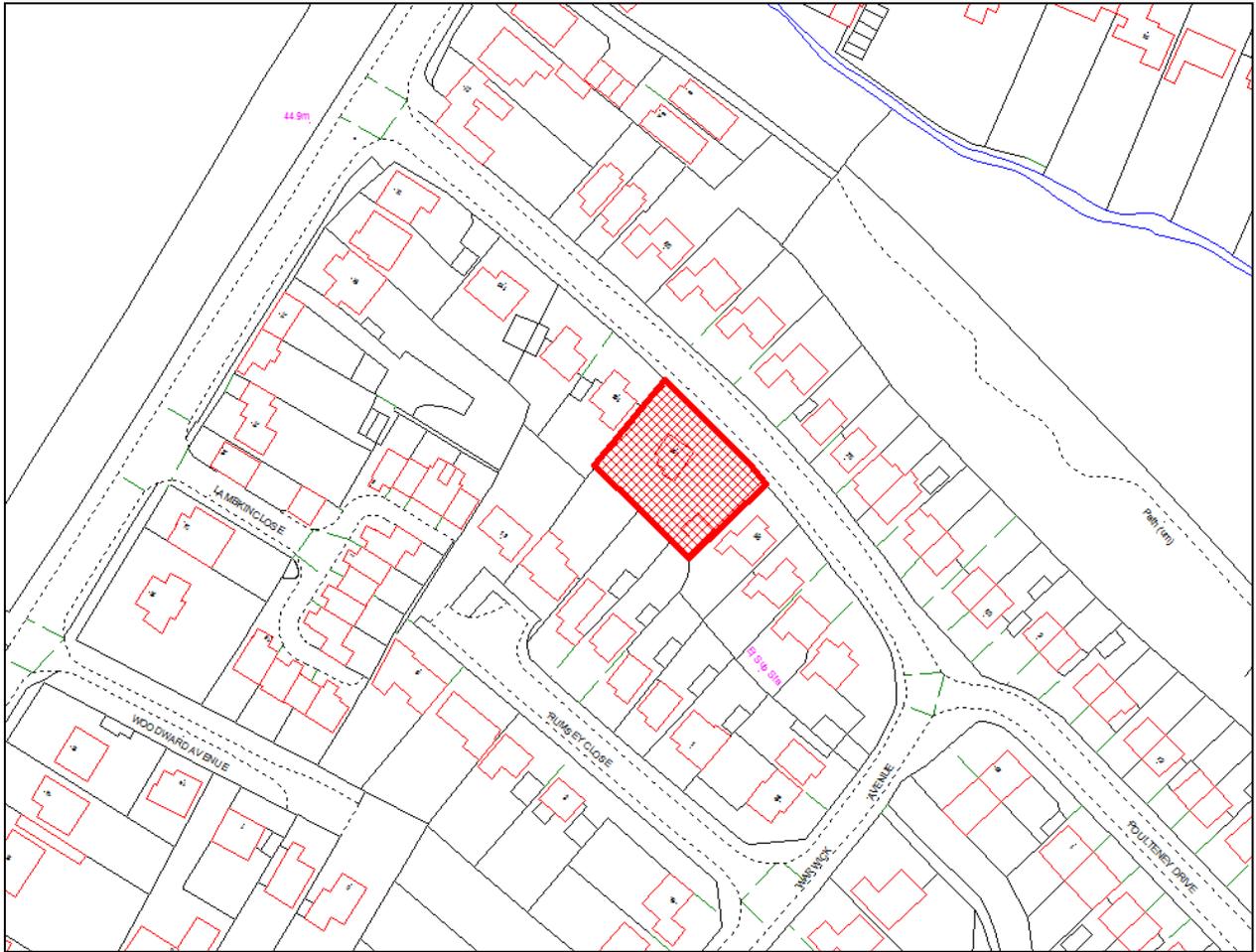
REASON: To ensure sufficient off-street parking is provided in the interests of road safety.

- 11 The development hereby permitted shall not be occupied until such time as each access drive has been surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least 5 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.

REASON: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety.

The following advice notes will be attached to a decision

- 1 DEVELOPMENT PLAN POLICIES RELEVANT TO THIS DEVELOPMENT - Policies CS1, CS2, CS3, CS16, CS17 and CS25 of the Charnwood Local Plan (2011-2028) Core Strategy and Policies ST/2, EV/1 and TR/18 of the Borough of Charnwood Local Plan have been taken into account in the determination of this application. The proposed development complies with the requirements of these policies and there are no other material considerations which are of significant weight in reaching a decision on this application.
- 2 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 the Council's adopted Supplementary Planning Document 'Leading in Design' and, therefore, no harm would arise such as to warrant refusal of planning permission.
- 3 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.
- 4 In order to arrange for the delivery of the necessary equipment for participation in the refuse and recycling service and to ensure that the properties receive a collection service as appropriate, please contact Environmental Services on 01509 634538 or recycle@charnwood.gov.uk, before the first property is completed.
- 5 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 3050001. 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.



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