

Item No. 2

Application Reference Number P/19/0888/2

Application Type:	Full	Date Valid:	09/05/2019
Applicant:	Master Oliver Pole		
Proposal:	Demolition of existing bungalow to be replaced by new dwelling including amended parking and access		
Location:	17 Hall Drive Burton On The Wolds LE12 5AD		
Parish:	Burton on the Wolds	Ward:	The Wolds
Case Officer:	Deborah Liggins	Tel No:	01509 634733

This item is referred to Plans Committee at the request of Councillor Bokor who considers the proposal is an over-development of the site. This proposal enlarges on an earlier scheme at the property.

Description of the Application Site

The application site is located on Hall Drive close to the terminus of this single width private residential driveway. The street is a narrow private and unadopted road. The site is not within any Conservation Area but is opposite Burton Hall which is a substantial Grade II listed building dating from around 1780. The original lodge house and gates located at the junction of Hall Drive and Melton Road are also Grade II Listed in their own right. The Hall is separated from the application site by its own frontage car parking area which is substantially screened with trees and vegetation between it and the private roadway of Hall Drive. Dwellings in the street are either individually designed 2 storey houses or substantial bungalows set in large plots which benefit from their mature landscaped setting which has a woodland character.

The application property is a bungalow which was erected in the early 1960's and which has a lawned frontage with a driveway and integral garage. Ground levels slope significantly towards the north and the garden immediately north of the existing rear patio is accessed by steps because of the 1.4m drop in levels. The rear garden is large and features significant trees and planting with the existing rear elevation of the dwelling being substantially screened from the principal rear elevation of No. 5 at a distance of almost 90m and 78m to the nearest point of that dwelling. The existing ridge height of the roof is 5m as measured from the western gable. The existing dwelling has a footprint of 19.2 x 8.6m (165.12 sq.m.) with additional gabled additions to the front.

Planning permission was granted under P/18/1960/2 for the erection of a single storey extension to the rear, the rendering of the dwelling, alterations to the roof, the conversion of the garage to habitable accommodation and alterations to the fenestration, driveway and paths. The aim of the project was to provide additional accommodation to meet the needs of an occupant who resides at the property. Since the granting of that planning permission, it has become apparent to the family and health professionals that room sizes and turning spaces were insufficient to accommodate the necessary equipment and, after careful consideration of comparable costings, a revised application is now submitted.

Description of the Proposals

The revised scheme proposes the demolition of the existing dwelling and the erection of a replacement and more suitable dwelling to meet the occupier's needs. The new property would be square in shape and would have a ridge height of 6.32m as measured from its western gable. The dwelling would have a footprint of 18m x 18m (324 sq..m) and would create a new raised patio to the rear with steps and an external wheelchair lift down to a lower patio and the remainder of the garden. The property would have a total of 5 bedrooms including a ground floor specially adapted en-suite bedroom, and accommodation of a live-in carer. Two of the bedrooms would be located within the loft space and would be lit by 4 roof lights proposed for both the front and rear elevations and the flat roofed dormer window in the rear roof plane.

To the front, the existing driveway would be regraded and hard-surfaced with an apron area immediately outside the front elevation and porch providing level access to the front door. To the rear the trees and planting within the garden would remain as existing.

The dwelling would have a rendered finish with a tiled roof in a dark grey colour with areas of composite cladding, exact details of which could be secured by the imposition of a planning condition.

The application is accompanied by a Construction Method Statement. This document sets out how deliveries to the site would be staged so that the volume of traffic to and from the site avoids peak times to minimize public disruption. A site office and welfare facilities will be set up on site with contractors briefed on daily arrival. The size of delivery vehicles will be constrained by the existing highway route, although it is not yet known how many staff or delivery vehicles will be required to complete the project. The document sets out that, where possible, excavated material will be recycled on site to minimize mud and debris on the drive which will be inspected daily. Should this occur, a street sweeper will be organized.

Development Plan Policies

Charnwood Local Plan 2011-2028 Core Strategy

Policy CS1 – Development Strategy outlines that provision will be made for at least 5,000 new homes in Loughborough and Shepshed, including a sustainable urban extension to the west of Loughborough of approximately 3,000 homes, approximately 1,200 homes within and adjoining Shepshed and sustainable development which contributes towards meeting the Council's remaining development needs.

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, and protect the amenity of people who live or work nearby.

Policy CS3 – Strategic Housing Needs states that the Council will manage the delivery of at least 13,940 new homes between 2011 and 2028, seeking an appropriate mix of types, tenures and sizes of homes, having regard to identified housing needs and the character of the area. The commentary relating to strategic housing needs states that “based on our

projections for our population and household types, our evidence suggests that we need to increase the number of 2 bedroom homes” and “the low proportion of smaller homes available makes it difficult for older people who want to downsize, those on low incomes and benefits and younger people who want to find their first home. We need to increase the number of smaller and medium sized properties being built. Our community wants to see smaller houses and bungalows rather than flats and apartments, as these provide space for young families to grown and family to visit with older relatives.” (paragraphs 5.6 and 5.7.)

Policy CS14 – Heritage – this requires development to conserve and enhance historic assets for their own value and the community, environmental and economic contribution they make. This will be achieved by requiring development to protect heritage assets and their setting; supporting development which prioritises the refurbishment and re-use of disused or under-used buildings of merit; supporting development that is informed by and reflects relevant Landscape and Conservation Area Character Appraisals and Village Design Statements; and development that incorporates Charnwood’s distinctive local building materials and architectural details.

Borough of Charnwood Local Plan

Policy EV/1 – Design - seeks to ensure a high standard of design and sets out nine design criteria which new developments should satisfy. These include the requirement for new development to respect and enhance the local environment, including the scale, location, character, form and function of settlements. Development should be of a design, layout, scale and mass which is compatible with the locality and neighbouring buildings. It should also safeguard the amenities of adjoining properties, particularly the privacy and light enjoyed by adjoining residents.

Policy TR/18 – Parking in New Development 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 minimize harm to visual and local amenities. The policy promotes standards that would require 1.5 parking spaces for flat with 2 or less bedrooms. This would indicate an overall parking requirement for the proposed development of 7.5/8 spaces. The policy does however clearly state that these standards should 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.

Other material considerations

The Leicester and Leicestershire Strategic Growth Plan 2018

This document is a non-statutory plan but has been prepared and adopted by 10 partner organisations in Leicester and Leicestershire to provide a vision to address the challenges of the region until 2050. It identifies broad locations where development should take place and the infrastructure needed to deliver it which is envisaged to be delivered through local plans.

The Leicestershire Highways Design Guide (2018)

This is a guide for use by developers and published by Leicestershire County Council and provides information to developers and local planning authorities to assist in the design of road layouts. The purpose of the guidance is to help achieve development that provides for the safe and free movement of all road users, including cars, lorries, pedestrians, cyclists and public transport. Design elements are encouraged which provide road layouts which meet the needs of all users and restrain vehicle dominance, create an environment that is safe for all road users and in which people are encouraged to walk, cycle and use public transport and feel safe doing so; and help create quality developments in which to live, work and play. The document also sets out the quantum of off-street car parking required to be provided in new housing development.

The National Planning Policy Framework (NPPF) 2019

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 sets out the presumption in favour of sustainable development and makes it clear that where there is an under-supply of housing land, the most important policies for the determination of housing proposals would be considered out of date.

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 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 109 states 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 impacts on the road network would be severe.

Paragraph 111 states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

Chapter 12 of the NPPF concerns itself with achieving well-designed places and sets out that good design is a key aspect of sustainable development. The use of visual tools and design codes is encouraged as is the development of design policies alongside local communities and neighbourhood plans.

Paragraph 130 states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Local planning authorities should also seek

to ensure that the quality of approved development is not materially diminished between the permission and completion, as a result of changes being made to the permitted scheme.

Paragraph 180 requires that decisions on planning applications should ensure that new development is appropriate for its location taking into account the likely effects of pollution on health, living conditions and the natural environment, including mitigating noise.

Paragraph 189 states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting.

Paragraph 190 states that local planning authorities should identify and assess the particular significance of any heritage asset affected by a proposal, including any development affecting its setting, taking account of the available evidence and any necessary expertise in order to minimize any conflict between the heritage asset's conservation and any aspect of the proposal.

Paragraph 193 sets out that in considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 196 provides that where a development proposal would lead to less than substantial harm to the significance of a designated heritage asset, harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Planning (Listed Building and Conservation Areas) Act 1990 (as amended)

This consolidates previous legislation relating to special controls in respect of buildings and areas of special architectural or historic merit. The legislation gives Local Planning Authorities a statutory duty to give special attention to the desirability of preserving listed buildings and their settings, or preserving or enhancing the character or appearance of conservation areas.

Planning Practice Guidance

ID 26 - Paragraphs 001-003 states that good design matters and what this can achieve through good plan making. Paragraph 004 notes that weight can be given to outstanding or innovative design and developments of poor quality design should be refused. Paragraph 007 states that planning should promote local character. New development should be integrated within existing surroundings.

The Crime and Disorder Act 1998

This 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 planning applications.

Supplementary Planning Documents

Leading in Design - provides guidance intended to encourage, promote and inspire a higher standard of design.

Burton on the Wolds Village Design Statement (adopted 2006)

This document is adopted as Supplementary Planning guidance and aims to supplement policy EV/1 of the Borough of Charnwood Local Plan but should also be read in conjunction with 'Leading in Design'. It is a locally prepared document which sets out the key issues and guidelines for the village in order to manage change and enhance the existing village environment.

In particular Guideline S2 sets out that any development should preserve the character given to the appearance of the village by its position nestling in a valley surrounded by agricultural land and the guideline sets out the features of the village heritage which would be respected.

Guideline S4 states that new developments should reflect the existing mix of house size, pattern, heights and roof levels. Plot shapes and sizes should reflect existing patterns and should provide spaces between buildings to maintain vistas out to the edge of the valley. Every effort should be made to preserve views over the village.

Guideline B1 explains that new developments should recognise and be sympathetic to established patterns of design and materials and that red brick is the predominant building material. Sustainable design and construction techniques also need to be considered.

Guideline B2 sets out that roof heights, chimneys, aerials and loft conversions should be in line with neighbouring properties and within the existing overall village 'skyline'.

Guideline B3 states plot shapes, sizes and building density should reflect existing patterns and layouts, particularly regarding the use of cells and clusters to create cul-de-sacs and maintain open spaces.

Relevant Planning History

P/18/1790/2 – Erection of single storey extension to rear and rendering of dwelling, alterations to roof, conversion of garage to habitable accommodation, alterations to fenestration and alterations to driveway and paths – planning permission granted conditionally.

Responses of Statutory Consultees

Ward Councillor Bokor objects to the proposal and has concerns about the overbearing impact of the proposal and the overdevelopment of the site.

Burton on the Wolds, Cotes and Prestwold Parish Council objects to the proposal stating it is too large and over-dominating. The dwelling would lead to a loss of light and privacy to neighbours and the elevated position of the dwelling would make the increased roof height worse. The Parish Council requests consideration also be given to the impact of the scheme on Burton Hall – a grade II listed building.

Other Comments Received

A number of representations have been received against the proposal from the following residents:

Hall Drive – 1, 3, 5, 7, 11, 15, 19

Burton Hall, Hall Drive – 1

Concerns include:

- The proposed dwelling would be elevated and dominate the hillside and the estate
- The proposed patio and depth of dwelling would be overbearing to neighbours
- The ridge height of the dwelling would be increased by 1.8m on the existing bungalow
- Loss of privacy to neighbouring occupiers at the rear
- The size of the building would be exacerbated by the use of dark coloured materials.
- Impact of construction traffic on wildlife and trees
- Noise and disruption throughout construction period
- Unacceptable impact on the setting of a Grade II listed building

Non-Material Considerations which have been raised.

Hall Drive is a private and unadopted road and residents are responsible for the upkeep of the wearing course of the drive. If damage occurs from its normal use or from visiting construction traffic or service vehicles, this is a private matter and not one on which should be considered as part of the determination of this planning application.

Similarly, the logistics around the demolition of the existing dwelling and the carting away of any arisings and whether legal permissions exist to use the private drive in this way are also private matters.

Consideration of the Planning Issues

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

1. Principle of Development
2. The design and impact of the proposal on the street scene and the amenities of neighbouring occupiers
3. Impact on Heritage Assets
4. Car Parking & Highways
5. Bin Storage

Principle of Development

The starting point for decision making on all planning applications is that they must be made in accordance with the development plan unless material considerations indicate otherwise. Policies in the adopted Core Strategy and the saved policies in the Borough of Charnwood Local Plan are therefore the starting point for consideration. Policies in the Local Plan relate to achieving high quality design for all proposals.

Policy CS1 outlines the development strategy for the Borough. The majority of growth which is not taking place at the edge of Leicester is planned for Loughborough and Shepshed. Policy CS1 states that the Council will plan positively for sustainable development in Loughborough which contributes towards meeting development needs, supports the strategic vision, makes effective use of land and is in accordance with the policies of the Core Strategy.

The application site is located within the Limits to Development of Burton on the Wolds and in a well-established residential area. Burton on the Wolds is an 'other' settlement as defined in the adopted Core Strategy and a location in which the local planning authority will respond positively to small scale opportunities within the limits. The proposal is a replacement dwelling meaning that there would be no net increase in the number of homes on the site and no additional contribution to the Borough's overall housing supply which is currently calculated to be 6.41 years.

The existing dwelling is of no architectural or historic merit and is in need of substantial modernization to meet modern thermal efficiencies. There is therefore no objection to its demolition and its replacement is acceptable in principle subject to further considerations of the design and other considerations as set out below.

The design and impact of the proposal on the street scene and amenities of neighbouring occupiers

The proposed dwelling is larger than the existing one and the submitted plans show that the new dwelling would have an increased ridge height of 1.41m on the existing bungalow ridge. The new dwelling would also be constructed with the same floor level as the existing dwelling which has a 1.4m drop in ground levels between the existing patio and garden. The dwelling would have the appearance of a single storey dwelling from its front elevation and would occupy a position between single storey dwellings either side.

No. 15 has a principal window in its rear elevation and two secondary windows in its western elevation which serve bedrooms. Taking account of the design of the proposal, including its flat roofed elements, the distance from No. 15 and the orientation of the dwellings, it is considered that the proposal would not have a significant impact in terms of the loss of light or privacy. In relation to No. 19, this dwelling has an attached garage on its eastern side with the nearest principal and south facing window being to the east of the garage and approximately 12m from the proposed building. A garage window exists in its eastern gable and this would be the closest window to the proposed raised patio area with significant intervening screening vegetation to the side of No. 19. Although the proposed dwelling is deeper than the existing property, it has been carefully designed to minimize impact to the amenities of neighbouring occupiers.

The 45 degree 'angle of light' rule would be respected with regard to the impact on both neighbouring dwellings. Garden lengths and proposed window positions are such that

amenity impacts to other dwellings would be unlikely. The proposal accords with and exceeds minimum separation distances as set out in 'Leading in Design'.

Given the above context, it is considered that the development proposes an appropriate standard of design and will have no significant impact on neighbouring residential amenity and would, because of its recessed position and single storey appearance from the front, have an acceptable appearance within the street scene. The scheme therefore accords with Policies CS2, EV/1 and H/17.

Impact on Heritage Assets

The development of dwellings within the original grounds of the Burton Hall is evidenced by the existing dwellings forming the Hall Drive residential estate. Burton Hall is a Grade II Listed Hall from the 18th century and situated at the southern end of Hall Drive which was once its former main access. The property is a three storey building with original features but which has undergone significant internal alterations prior to it becoming listed in 1984. The application property is already separated from Burton Hall by extensive trees and screening to its car park along its northern boundary and Hall Drive itself provides further physical severance from the heritage asset of the Hall which is mostly appreciated from within its own grounds.

The proposal is for a replacement dwelling of a different style to the existing bungalow and the impact of the proposed development on the setting of Burton Hall is therefore relevant. It is considered that the replacement dwelling, because of its position and scale would not be harmful to the significance of Burton Hall or its setting. The proposal would appear as a single storey dwelling in the street scene and in the context of existing dwellings and would replace an existing property within the former grounds of the Hall, the impact of which was previously found to have been acceptable. It is considered that the proposal would preserve the setting and character of the listed building and therefore, the public benefits of the scheme do not fall to be weighed in accordance with Paragraph 196 of the National Planning Policy Framework. The proposal therefore also complies with Policy CS14 of the Core Strategy.

Car Parking

Although the Highway Authority has not commented on the application, standing advice such as the appropriate quantum of parking, access geometry and surfacing would relate to the proposal.

The new dwelling would utilize existing vehicular accesses off Hall Drive and the resurfacing and regrading of the frontage to the property. This would necessitate the removal of some small trees and the existing lawn to facilitate easier access and turning for mobility vehicles. It is considered that this enlarged hard-surfaced frontage area would provide sufficient spaces to meet the expected needs of the development and would not create a demand for parking within the street or elsewhere.

To refuse a planning application on highway safety grounds it must be demonstrated that there is severe harm caused by the proposal. The shortage of off-street parking within the application site is not considered to exacerbate on street parking to the extent that highway safety or the free flow of traffic would be result in such harm. The property is located at the

end of a private street. It is therefore unlikely that the proposal would lead to unsafe operation of the local highway network or result in severe cumulative residual highway harms as set out in Paragraph 109 of the NPPF. It is concluded that the proposal accords with national policy, and the tenet of local policy as enshrined in Policy TR/18 of the Borough of Charnwood Local Plan.

Bin Storage

Bin storage is sometimes a visual issue when residential properties are proposed. In this case, there is ample space for the storage of bins to the side or rear of the building and this should enable occupants to participate in the usual weekly collection service. There would therefore be no need for bins to be stored on the property frontage. Policy CS16 sets out the ways that the Council will encourage sustainable design and construction and one of these is supporting developments that reduce waste, provide for the suitable storage of waste and allow convenient waste collections. The Policy also encourages the effective use of land that has been previously developed, provided that it is not of high environmental value and in these respects in particular, it is considered that the development accords with Policy CS16.

Conclusion

Decisions on applications need to be made in accordance with the adopted development plan policies and the material considerations that support them, including in this case the adopted SPD on House Extensions.

The design and impact of the proposed dwelling is considered to be acceptable in terms of the proposal's relationship with neighbouring dwellings, the heritage asset and highway matters.

Accordingly, having regard to the above considerations, it is recommended that planning permission is granted conditionally.

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:
1:1250 scale site location plan
D & PM 3195/01 - Topographical survey
D & PM 3195/04 Rev A - Proposed site plan
D & PM 3195/05 - Proposed ground floor layout plan

D & PM 3195/06 - Proposed first floor layout plan
D & PM 3195/07 Rev A - Proposed elevations (1 of 2)
D & PM 3195/08 – Rev A Proposed elevations (2 of 2)
D & PM 3195/09 - 3D Images as proposed

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 shall only be carried out in accordance with the submitted Construction Traffic Management Plan received by the local planning authority on 8th August 2019.

REASON: To reduce the possibility of deleterious material (mud, stones etc) being deposited in the highway and becoming a hazard to road users, and to ensure that construction traffic/site traffic associated with the development does not lead to on-street parking and amenity problems in the area.

The following advice notes will be attached to a decision

- 1 DEVELOPMENT PLAN POLICIES RELEVANT TO THIS DEVELOPMENT - Policies CS1, CS2, CS3 and CS14 of the Charnwood Local Plan (2011-2028) Core Strategy and Policies 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 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 (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 Care should be taken during site works to make sure that hours of operation, methods of work, dust and disposal of waste do not unduly disturb nearby residents.

