

### Item No. 3

#### Application Reference Number P/20/0618/2

<b>Application Type:</b>	Full	<b>Date Valid:</b>	06/04/2020
<b>Applicant:</b>	Mrs Tracey Frobisher		
<b>Proposal:</b>	Erection of two storey dwelling following demolition of existing (revised scheme P/18/2310/2 refers).		
<b>Location:</b>	64 Iveshead Road Shepshed Leicestershire LE12 9ER		
<b>Parish:</b>	Shepshed	<b>Ward:</b>	Shepshed East
<b>Case Officer:</b>	Deborah Liggins	<b>Tel No:</b>	01509 634733

---

This item is referred to Plans Committee at the request of Councillor Popley who has concerns about the overbearing impact of the development and its appearance within the street.

#### Description of the Application Site

Planning permission was granted under P/18/2310/2 for the erection of a two storey dwelling following the demolition of the original bungalow. Work has proceeded to an advanced stage on the new dwelling when it became apparent there were discrepancies between the built dwelling and the approved plans and the proposal seeks to address and remedy this situation.

The site lies within the Shepshed Limits to Development as identified in the Borough of Charnwood Local Plan.

No. 66 to the south is an extended bungalow which has a half hipped roof and a garage on its northern boundary. The side elevation of this dwelling contains a secondary window at ground floor. No. 62 is a bungalow of a similar age to the application property and is set within a spacious plot with a detached single garage to its southern side. It should be noted by members that a prior notification for demolition (P/19/1223/2) was submitted and that no prior approval was required. Properties on the western side of the street are a mix of two storey houses and bungalows. All dwellings appear to have been individually designed and built at various stages with the dwellings on the eastern side being having more open plan deep frontages and respecting a more rigid building line.

#### Description of the Proposals

Planning permission was granted under application reference P/18/2310/2 on 31<sup>st</sup> January 2019 for the erection of a two storey dwelling following the demolition of the original bungalow.

The originally submitted scheme was for a detached 5 bed dwelling with an eaves height of 2.63m and an overall ridge height of 8.314m. The dwelling would have had a footprint of

180sq.m. including the garage. However, officers, noting the proposal was for a two storey dwelling between two modestly sized bungalows (with ridge heights of approximately 4.5m), and negotiated the submission of revised plans which were received on 25<sup>th</sup> January 2019. The revised design reduced the height of the dwelling to a ridge height to 7.24m and an eaves height of 2.53m. A proposed street scene plan was also received on 25<sup>th</sup> January 2019. The dwelling would have comprised a lounge, study, hallway, guest bedroom, kitchen/dining and utility room at ground floor with an integral garage. To the first floor a master en-suite bedroom suite would be achieved with 3 other bedrooms and a bathroom. This revised plan was the scheme which was approved under P/18/2310/2.

As the development drew to an advanced stage of construction, it became apparent that there were some differences between the dwelling as approved and the scheme as built and this application seeks to remedy this.

The current proposal revises the dwelling design and includes:

- Ridge height of 7.84m (increase of 0.6m) – eaves height of 2.53m (same as approved)
- Inclusion of an external chimney breast to north elevation – this emerges externally from the wall at eaves level and projects above the ridge by 0.5m
- Alterations to the site frontage to provide hard-surfaced parking area and lawn.

The design, footprint and internal configuration of accommodation remains as previously approved.

Whilst the original scheme was reduced through negotiation, this is not to say the proposal would not have been acceptable in its original form. Members are effectively therefore being asked to consider the differences between the approved scheme and the scheme as built, given the development is already acceptable in principle.

The application is accompanied by a Design and Access Statement which explains how the builder deviated from the plans and how the appearance and massing of the resulting dwelling sits in the context of other properties within the street.

## **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 new developments to make a positive contribution to Charnwood resulting in high quality inclusive design which responds positively to its context and results in places where people would wish to live. New developments should respect and enhance the character of the area, having regard to scale, density, massing, height, landscape, layout, materials and access arrangements. The policy also requires new development to protect the amenity of people who live and work nearby and those who will live in the new development.

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 CS16 – Sustainable Construction and Energy – encourages sustainable design and construction and the provision of renewable energy including supporting developments that reduce waste, provide for the suitable storage of waste and allow convenient waste collections.

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.

### Borough of Charnwood Local Plan

Policy ST/2 – Limits to Development - States that built development will be confined to allocated sites and other land within the Limits to Development identified on the proposals map, subject to specific exceptions.

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 guidance indicates that a dwelling of up to 3 bedrooms should be provided with 2 car parking spaces and those dwellings with more should be provided with 3. 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 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 10 states at the heart of the Framework is a presumption in favour of sustainable development.

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.

#### National Design Guide (2019)

The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. This design guide, the National Design Guide, illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the

Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

As well as helping to inform development proposals and their assessment by local planning authorities, it supports paragraph 130 of the National Planning Policy Framework which 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.

#### Planning Practice Guidance

The National Planning Practice Guidance (PPG) reinforces and provides additional guidance on the policy requirements of the Framework and provides extensive guidance on design and other planning objectives that can be achieved through getting good design. These include the consideration of local character, landscaping setting, safe, connected and efficient streets, crime prevention, security measures, access and inclusion, efficient use of natural resources and cohesive and vibrant neighbourhoods.

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.

#### Department for Communities and Local Government – Technical Housing Standards – nationally described space standard (March 2015)

These standards deal with internal spaces within new dwellings and sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling heights. The standard sets out the minimum space requirements dependent on different combinations of single and double/twin bedrooms. The standard sets out that minimum floor to ceiling heights should be 2.3m for at least 75% of the GIA (Gross Internal Area). In terms of the proposal, a 4 bed (potentially 8 bed space) dwelling should achieve 124 sq.m. The proposal achieves double this.

#### 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.

#### Housing Supplementary Planning Document (July 2018)

This document sets out the Council's goals for the delivery of housing and how it will deal with applications for new development. The document seeks to provide clarity for those who live in the Borough and for the developers who deliver the new homes. It includes guidance on affordable housing, houses in multiple occupation and purpose built and campus student accommodation. The SPD will be a material consideration in the determination of planning applications in the Borough. It should be noted that the SPD cannot and does not propose new policy; rather it explains how Policies CS3, CS4, H/12 and CS23 will be used.

#### Housing and Economic Development Needs Assessment (HEDNA)

The Housing and Economic Development Needs Assessment (HEDNA) has looked at a wealth of evidence, including population, household and economic growth projections, to assess the need for housing and employment land over the next 20 years. The study is an important part of the evidence base for the Strategic Growth Plan. It will also form part of the evidence base for Local Plans and will feed into the Strategic Economic Plan being revised by the LLEP.

The HEDNA looks at projections based on past population and demographic trends, with adjustments made (where necessary) for higher migration to support economic growth, and/or to address affordability issues, responding to an analysis of market signals and evidence of the need for affordable housing. The HEDNA also identifies the appropriate mix of homes of different sizes needed in the market and affordable sectors and concludes that the ideal mix of market housing in Charnwood should be as follows

- 1 bed – 0-10%
- 2 bed – 25-35%
- 3 bed – 45-55%
- 4 bed – 10-20%

The HEDNA also assesses the need for different affordable housing products taking into account both what households can afford, and the existing supply. It identifies that in Charnwood, 23% of the affordable housing need is for intermediate affordable housing (such as shared ownership or equity homes, or low cost market housing) and 77% for social or affordable rented homes.

This housing mix evidence can be afforded significant weight as it reflects known demographic changes.

#### Supplementary Planning Document - Charnwood Design (January 2020)

This document sets out the Borough Council's expectations in terms of securing high quality design in all new development. Schemes should respond well to local character, have positive impacts on the environment and be adaptable to meet future needs and provide

spaces and buildings that help improve people's quality of life. The document is a material consideration in the determination of planning applications.

#### Shepshed Master Plan and Delivery Framework (2013)

This document provides a strategic vision and a flexible delivery framework to improve the overall economic health and vitality of the town centre, in response to halting its economic decline. The vision set out in the document includes the promotion of Shepshed as a historic market town, the enhancement of the retail offer, enhanced leisure facilities, improved visual appearance to the public realm, improved connectivity and the attraction of inward investment/new businesses.

#### Draft Charnwood Local Plan 2019-2036

The Draft Local Plan sets out the Council's preferred options for draft policies which are yet to be tested through an Examination in Public before they can become part of the development plan for Charnwood. The policies therefore carry limited weight at the current time. These include policies which would seek to make provision for at least 19,716 homes between 2019 and 2036 and require these to be delivered to a high standard of design quality. This document also includes Draft Policy LP9 which seeks to support the well-being, character and amenity of our communities.

### **Relevant Planning History**

<b>Reference</b>	<b>Description</b>	<b>Decision &amp; Date</b>
<b>P/18/2310/2</b>	Erection of two storey dwelling following demolition of existing	Granted conditionally 31.01.2019

### **Responses of Statutory Consultees**

Councillor Popley is concerned that the changes to the proposal will have an adverse effect on the appearance of the street scene. Councillor Popley is aware of the site history and shares the concerns of residents. The property is set on a street scene of 8 bungalows all with similar roof heights. Councillor Popley is also aware that the proposed residential development to the rear of the site has recently been refused planning. One of the reasons for refusal related to property roof heights (three storey dwellings were proposed) and considers that the plans as previously approved should be adhered to.

Shepshed Town Council comments that the structure which is being built is over-dominating and is not in keeping with the existing surroundings.

### **Other Comments Received**

Iveshead Road – 66, 71, 73, 75, 77

The Pastures – 1, 2, 3

Morley Lane – one resident

+ 2 others (addresses not supplied)

Concerns include:

- The dwelling stands out in terms of its appearance and design

- The dwelling is overbearing and towers over all other properties on that side of the road
- The dwelling is not in keeping with the style and roofs of other dwellings in the street
- The proposal will set a precedent for the housing site to the rear to include 2.5-3 storey houses
- The roof should be built to its approved height
- The depth and width of the roof is excessive

### **Non-Material Considerations which have been raised.**

One neighbour has suggested the roof be modified to a Gambrel type roof but this is not the proposal before members.

Other comments suggest that if planning permission is granted, this would undermine the position of the Council in seeking revisions to schemes which appear, at face value, to be problematic in terms of their impacts. If planning permission were to be granted, the planning system as a whole would be less trusted.

Another resident is concerned that the proposal would devalue the homes on Iveshead Road but this is not a consideration in the determination of the application as there are many factors which influence property values.

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

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

1. Principle of Development
2. Noise and Disturbance
3. The design and impact of the proposal on the street scene and the amenities of neighbouring occupiers
4. Car Parking
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, including house extensions.

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.

Shepshed is considered to be one of the principal settlements in the Borough considered suitable for accommodating volume house building and this is reflected in Policy CS1 of the Core Strategy. The site itself is within the built-up limits of Shepshed and is therefore a

sustainable location for new development due to the services and facilities available and good transport choices as alternatives to the private car. The development is therefore acceptable in principle.

Policy CS3 seeks to provide a mixing of housing types and tenures across the Borough that meet with identified needs whilst having regard to the character of the area. HEDNA provides an expression of that need and identifies a need for medium-sized properties (2 and 3 bed dwellings) but also recognise that there will still be a need for some larger family homes. The proposed dwelling would not make a significant contribution to housing need for smaller units but would nevertheless reflect the character of the area. In this respect it is considered to meet with the provisions of CS3. It is also material to note that there is an extant planning permission for the erection of a dwelling of this size on the site and the principle of a development of this type and scale in this location has already been established. The current proposal does not alter this compliance with Development Plan policies CS1, ST/2 and CS3.

#### Design and appearance within the street scene

Policies CS2 and EV/1 seek to ensure that new development remains in context with its surroundings and does not cause visual harm.

It is material to note that planning permission has already been granted for a dwelling at this site. The dwelling as built occupies the same footprint and position as the approved dwelling under application P/18/2310/2. Its design and appearance is also largely the same as previously allowed. The dwelling as constructed therefore occupies part of a spacious plot with a deep frontage and its position is off-set from the boundaries. The street itself rises to the south as it leads out of Shepshed and thus No. 66 has a slightly higher floor level than the application property. The dwelling already permitted had a higher ridge line than the dwellings either side and was considered to be visually acceptable in the street scene because this is characterised by dwellings of many styles and with various roof types and heights. The incline of the hill and the slightly elevated floor level of No. 66 aided in reducing the impact of the higher ridge line. The proposal now seeks to further increase the ridge height by 0.6m and it must be considered whether this change in height means that the dwelling remains in keeping with its context.

To the north of the site is a modest bungalow which is proposed to be demolished to form a vehicular access into the land to the east of Iveshead Road which has been proposed for housing.. This dwelling, , could be demolished at any time and may alter the context of the immediate surroundings. Nevertheless, the current proposal is higher than both adjacent dwellings as is the extant planning permission and a judgement must be reached as to whether this change in height, (60cm to the ridge), would have an adverse visual impact. Given the varied streetscene and changes in levels it is not considered that it would.

The revised site plan received on 1<sup>st</sup> May 2020 shows how the site would be laid out and that part of the frontage would be utilised for car parking, with a front lawn being retained. This is considered to be acceptable in terms of visual impact. Plan No. AL(P)03 Rev B received on 30<sup>th</sup> March 2020 shows the appearance of the dwelling in relation to neighbouring properties and, although a higher ridge is proposed, the style of the dwelling and its scale would remain in general accord with the street scene. The eaves height, design

and footprint of the dwelling remain as already approved and the increased height of just 0.6m is considered to have only a minimal impact on the visual amenity of the street.

The introduction of a chimney is also considered to be acceptable and not out of character with dwellings in the street.

It is therefore considered that Policies CS2, and EV/1 are met in terms of the design of the dwelling.

#### Impact on neighbouring properties

The extant permission is for the erection of a two storey property positioned between two existing single storey dwellings but with space to each side of the plots to visually separate the dwellings and allow a good standard of amenity. The marginal increase in height and the other alterations do not impact on amenity as they do not cause loss of light or outlook or introduce new windows which would overlook adjacent dwellings. The revised proposal remains in compliance with the Development Plan and Design Supplementary Planning guidance.

#### Highways Issues

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 require 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 3 off-street car parking spaces and sufficient turning space to permit vehicles to leave the site in a forward direction. The proposal therefore accords with Policy TR/18 and it is considered that the residual cumulative impacts of the development would not be 'severe' and that the development would not increase highway dangers and would accord with Paragraph 109 of the NPPF (2018).

#### **Other Matters Raised**

One respondent to the application questions what type of appliance will be installed and what fuel would be burnt. For the purposes of the planning application, the applicant is not required to specify this as it is not material to the consideration of this planning application

#### **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 Design.

The main issues to be considered in this case are the changes which have been made to the dwelling since planning permission was previously granted and whether those changes are harmful. It is considered that the increase in the height of the roof by the amount proposed and the addition of a chimney and reconfigured site frontage would have an

acceptable visual impact within the street scene. These differences would also present no additional amenity harms to neighbouring occupiers in terms of losses of light or privacy.

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 carried out in accordance with the following approved plans:  
AL(P)00 - 1:1250 scale site location plan and 1:500 scale block plan  
AL(P)01 Rev B - Proposed ground floor plan - revised plan received 1st may 2020  
AL(P)02 - Rev B - Proposed first floor plan - revised plan received 1st May 2020  
AL(P)03 Rev D - Proposed elevations and street scene – revised plan received 5<sup>th</sup> May 2020  
AL(P)04 Rev A - Proposed landscaping/site frontage plan - revised plan received on 1st May 2020

REASON: To define the terms of the planning permission.

- 2 Only those materials specified in the application shall be used in carrying out the development hereby permitted.

REASON: To ensure the satisfactory appearance of the completed development.

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

REASON: To make sure vehicles can enter and leave the site in a forward direction and to provide off-street parking, in the interests of road safety.

The following advice notes will be attached to a decision

- 1 **DEVELOPMENT PLAN POLICIES RELEVANT TO THIS DEVELOPMENT** - Policies CS1 and CS2 of the Charnwood Local Plan (2011-2028) Core Strategy and Policies EV/1 and TR/187 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 and it does not fully accord with

the terms of the above-mentioned policies and the Council's adopted Supplementary Planning Document 'Design' (adopted 2020). the degree of harm that might be caused to one or more of the issues arising under the policies is insufficient to warrant the refusal of planning permission.

- 3 The Local Planning Authority acted pro-actively through positive engagement with the applicant during the determination process. 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 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.
- 5 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](mailto:recycle@charnwood.gov.uk), before the first property is completed.

