

## Item No. 1

### Application Reference Number P/19/1683/2

<b>Application Type:</b>	Reserved Matters	<b>Date Valid:</b>	11 <sup>th</sup> October 2019
<b>Applicant:</b>	Davidsons Developments Ltd		
<b>Proposal:</b>	Reserved matters (appearance, scale, layout and landscaping) in respect of Outline Application P/17/1578/2 for the Erection of 170 dwellings		
<b>Location:</b>	Peashill Farm Ratcliffe Road Sileby LE12 7QB		
<b>Parish:</b>	Sileby	<b>Ward:</b>	Sileby
<b>Case Officer:</b>	Lewis Marshall	<b>Tel No:</b>	07714846497

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This item has been called in to be determined by the Plans Committee at the request of Cllr Paling.

This report should be read in conjunction with the associated report relating to application P/19/2162/2, which seeks full planning permission for 31 dwellings inset from the reserved matters application site.

### Description of the Application

The application comprises a parcel of land within the wider development site of Peashill Farm that extends to 13.32 hectares, with access to be obtained from Ratcliffe Road. The site is located within the development limits of Sileby as defined by the recently adopted Sileby Neighbourhood Plan. The application site is located on the southeast side of Sileby. The site is bounded to the east by the rear of properties on Ratcliffe Road and Peashill Close, with Sileby Cemetery to the north, open fields and countryside to the south and trees/hedgerows to the east. The site is not in a Conservation Area and the nearest heritage asset is the Cemetery Building which is locally listed.

The site is currently in arable land use for the most part, and consists of four fields (or parts of fields). To the northwest of the site, adjacent to the cemetery chapel, an area that was formerly a quarry is now a local wildlife site and a small enclosure of meadow pasture. The site is accessed off Ratcliffe Road via a private lane to Peashill Farm. The farmstead is located in the southern part of the site adjacent to the access, within a rectangular curtilage bound by trees and hedgerows, and consists of a farm house, brick outbuildings and corrugated iron vaulted barn. Conversion of the farmstead and the construction of new buildings for community and commercial uses was granted Reserved Matters consent by the Plans Committee in August 2020 (application reference P/20/0089/2).

Outline planning permission was conditionally granted on the site for residential development of up to 170 dwellings, public open space, landscaping, extension to cemetery, new allotments, access, surface water attenuation and associated works including demolition of 94 Ratcliffe Road and conversion of existing farm buildings on 26<sup>th</sup>

January 2018 (application P/17/1578/2 refers). That scheme included an indicative layout which had evolved from the Design & Access statement.

The application seeks reserved matters approval for the layout, landscaping, scale and appearance of the residential development.

A further full planning application is under consideration (P/19/2162/2) which seeks to provide an additional 31 units within the site. The two applications are inextricably linked insofar as the layout of the site is considered and therefore whilst they are separate applications, both are to be determined concurrently.

## **Development Plan Policies**

The Development Plan for Charnwood currently consists of the Charnwood Local Plan Core Strategy 2006-2028, Saved Policies of the Borough of Charnwood Local Plan (2004), the Leicestershire Minerals Core Strategy and Development Control Policies Document (2009), and the Leicestershire Waste Core Strategy and Development Control Policies document (2009). The Sileby Neighbourhood Plan also forms part of the development as is relevant to this application.

### Charnwood Local Plan 2011-2028 Core Strategy

The Core Strategy is less than five years old, is positively worded and consistent with the aims and objectives of the NPPF. The policies within the Core strategy are therefore considered to carry full weight. However, as of 9<sup>th</sup> November 2020 the Core Strategy will be five years old and therefore the weight given to policy CS1 may be reduced accordingly.

CS2 – High Quality Design – requires new developments to respect and enhance the character of the area, protect the amenity of people who live and work nearby and function well and add to the quality of the area.

CS3 - Strategic Housing Needs supports an appropriate housing mix for the Borough and sets targets for affordable homes provision. In Sileby 30% affordable homes are sought on sites of 10 dwellings or more.

CS6 – Employment and Economic Development – supports development that will promote growth, job opportunities and prosperity.

CS12 - Green Infrastructure – states that we will protect and enhance our green infrastructure assets for their community, economic and environmental values.

CS13 – Biodiversity and Geodiversity – supports development that protects, enhances, restores or recreates bio-diversity.

CS14 – Heritage - seeks to conserve and enhance heritage assets and their settings.

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.

CS25 – Presumption in favour of sustainable development – This policy reflects the NPPF and reinforces the positive approach the Council will take in respect of sustainable development.

### Borough of Charnwood Local Plan

The saved policies of the Local Plan (2004) are more than five years old and therefore do not carry full weight. However, it is considered that those saved policies are still considered to be consistent with the aims and objectives of the NPPF and the more recently adopted core strategy and therefore carry significant weight.

Policy EV/1 - deals with all new developments and states that the amenity of adjacent residential properties should be protected particularly in terms of privacy and light.

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 minimize harm to visual and local amenities. The policy promotes standards that would require 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.

### Sileby Neighbourhood Plan (2018-2036)

Policy G1: Limits to Development; supports development proposals within the settlement boundary as defined by the neighbourhood plan and where the proposal complies with the policies within the neighbourhood plan.

Policy G2: Design; sets out criteria for new development to ensure it enhances and reinforces local distinctiveness, character of the area and be sympathetic to any neighbouring properties and the surrounding area. Development which would have significant adverse effect on the street scene or the character of the countryside will only be permitted where any harm is clearly outweighed by the wider benefits of the proposal. Contemporary or innovative design will be encouraged and supported where it makes a positive contribution to the character of the area and is compatible with the surrounding historic context. Development proposals should aim to maintain and enhance biodiversity through measures such as integral bird boxes and bat roosting or breeding sites and providing permeable hedges or fences.

Policy H4 – requires that at least 30% of homes on sites of 10 or more units should be affordable. The affordable housing should be made available as an integral part of the development, equivalent to the open market housing and be dispersed throughout the site as individual units, subject to a registered provider being prepared to deliver the units if applicable.

Policy ENV6: Biodiversity, Hedges and Habitat Connectivity; expects development proposals to safeguard locally significant habitats and species and to create new habitats for wildlife.

Policy ENV7: Protection of Important Views; identifies important views across the neighbourhood plan area, including one in close proximity to the application site at the top of Peas Hill on Radcliffe Road, northwest down the hill into the village.

Policy CF2: New and Improved Community Facilities; supports proposals that improve the quality or range of community facilities.

## **Other Material Considerations**

### The National Planning Policy Framework (2019)

The National Planning Policy Framework (chapter 7) sets out a presumption in favour of sustainable development. The framework identifies the economic and social roles of the planning system, both to build a strong responsive economy by ensuring land (and presumably buildings) are available in the right place at the right time, and supporting the health of the community by ensuring housing for present needs that has a high quality built environment, which encompasses social and cultural well-being. One of the principles of planning is to seek a good standard of amenity for all existing and future occupants of land and buildings. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

The NPPF policy guidance of **particular relevance** to this proposal includes:

#### *Section 5: Delivering a sufficient supply of homes*

*The NPPF requires local planning authorities to significantly boost the supply of housing and provide five years' worth of housing against housing requirements (paragraph 59). Local planning authorities should plan for a mix of housing and identify the size, type, tenure and range of housing that is required and set policies for meeting the need for affordable housing on site (paragraph 61). The NPPF notes that the supply of new homes can sometimes be best achieved through planning for larger scale development such as new settlements or extensions to existing villages*

#### *Section 8: Promoting healthy and safe communities*

Planning decisions should promote a sense of community and deliver the social, recreational and cultural facilities and services that such a community needs.

#### *Section 9: Promoting Sustainable Transport*

All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment and a Travel Plan (paragraph 111). Developments that generate significant movement should be located where the need to travel will be minimised and the use of sustainable modes maximised (paragraph 103). Developments should be designed to give priority to pedestrian and cycle movements and create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and within large scale developments, key facilities should be located within walking distance of most properties (paragraph 104). Development should only be prevented or refused on transport grounds if there would be an unacceptable impact on

highway safety, or where the residual cumulative impacts would be severe (paragraph 109).

*Section 12: Requiring well-designed places.*

The NPPF recognises that good design is a key aspect of sustainable development and that high quality and inclusive design should be planned for positively (paragraph 124). Paragraph 127 states that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

The role of design review arrangements that assess, support and ensure high standards of design are recognised (paragraph 129) and the NPPF notes that great weight should be given to innovative designs which help raise the standard of design (paragraph 131) and that poor design should be refused (paragraph 130).

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

New development should help reduce greenhouse gas emissions and energy efficiency improvements in buildings should be actively supported (paragraph 149). It should also take account of layout, landform, building orientation, massing and landscaping to minimise energy consumption (paragraph 153) and renewable and low carbon energy development should be maximised (paragraph 154).

The National Design Guide (2019)

This document sets out the Central Government's design guidance which is intended to encourage, promote and inspire a higher standard of design in respect of development proposals.

Leicestershire County Council Local Transport Plan (LTP)

This sets out Leicestershire County council's strategy for delivering improvement to accessibility, connectivity and for promoting social inclusion and equality.

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

HEDNA provides an up to date evidence base of local housing needs including an objectively assessed housing need figure to 2036 based on forecasts and an assessment of the recommended housing mix based on the expected demographic changes over the same period. The housing mix evidence can be accorded significant weight as it reflects known demographic changes.

#### Charnwood Design SPD (2020)

The adopted in Design Supplementary Planning Document is a working document intended to encourage, promote and inspire higher design standards in development throughout Charnwood.

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

This is a guide for use by developers and published by Leicestershire County Council, the local highway authority, and provides information to developers and local planning authorities to assist in the design of road layouts in new development. 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; as well as to 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 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.

#### National Planning Practice Guidance (PPG)

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

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

These Regulations contain certain prohibitions against activities affecting European Protected Species, such as bats.

The Council as local planning authority is obliged in considering whether to grant planning permission to have regard to the requirements of the Habitats Directive and Habitats Regulations in so far as they may be affected by the grant of permission. Where the prohibitions in the Regulations will be offended (for example where European Protected

Species will be disturbed by the development) then the Council is obliged to consider the likelihood of a licence being subsequently issued by Natural England.

### Equality Act 2010

Section 149 places a statutory duty on public authorities in the exercise of their functions to have due regard to the need to eliminate discrimination and advance equality.

### The Draft Local Plan

The local planning authority is in the process of preparing a new local plan for the borough for the period up to 2036. The new local plan will include strategic and detailed policies and will be prepared to provide for a longer plan period than the adopted Charnwood Core Strategy which provides the strategy up to 2028. Taking into account its stage in the plan making process, at this time, the Draft Local Plan carries only very limited weight.

### **Relevant Planning History**

<b>Reference</b>	<b>Description</b>	<b>Decision &amp; Date</b>
P/13/1889/2	Site for residential development of up to 284 dwellings with provision for access arrangements and public open space.	Refused 24/4/2015
P/17/1578/2	Outline application for up to 170 dwellings with associated open space, landscaping, extension to cemetery, new allotments, access, surface water attenuation and associated works including demolition of 94 Ratcliffe Road and conversion of existing farm buildings. (Access only to be considered at outline stage).	Approved 26/1/2018
P/19/2162/2	Erection of 31 dwellings and associated infrastructure	Pending consideration
P/20/0089/2	Reserved matters (appearance, scale, layout and landscaping) in respect of Outline Application P/17/1578/2 for the conversion of the existing farmstead.	Approved 2/9/2020

### **Responses of Statutory Consultees**

Leicestershire County Council as Highway Authority raises no objection and advises that, in its view, the residual cumulative impacts of development can be mitigated and are not considered severe in accordance with the National Planning Policy Framework (NPPF), subject to a number of planning conditions be attached to any permission granted.

Leicestershire County Council as Local Lead Flood Authority raises no objection following the submission of additional information including calculations, an Engineering Layout and written correspondence from Severn Trent Water confirming that it is acceptable to discharge into their asset. This additional information is sufficient for the LLFA at the Reserved Matters stage of the application. Reserved matters applications are reviewed by the LLFA in relation to details such as 'access', 'appearance', 'landscaping', 'layout' and 'scale' only, in line with article 2 of the Town and Country Planning Order 2015. Accordingly, Leicestershire County Council as Lead Local Flood Authority (LLFA) advises

the Local Planning Authority (LPA) that the application documents as submitted are sufficient for the LLFA to support the approval of the reserved matters.

Historic England did not wish to make any comments or raise any objections

Environment Agency did not wish to make any comments or raise any objections

### **Other Comments Received**

Cllr. Paling has raised an objection to the application on the following grounds:-

- CBC has 6.4 years' worth of land supply already.
- Design and layout and mix of houses.
- Overbearing Impact from development.
- Traffic issues on Ratcliffe Road.
- Building in open spaces
- No consideration of the Sileby Neighbourhood Plan has been taken into account on the following policy's
  - H3 Housing Mix
  - H4 Affordable Housing.
- He requests that the application is determined by the Plans Committee.

Sileby Parish Council requests that their comments be read in conjunction with their comments on application P/20/2162/2 and raises the following concerns about the application;

- The details of this reserved matters application are significantly adrift from the outline application and the conditions attached to that permission in terms of layout, character, scale and density.
- Concerns that the additional number of dwellings deviates from the terms set out in the outline application and the issues debated during the decision making process.
- Housing mix does not accord with the conditions placed on the outline permission and does not meet local need.
- Affordable housing clusters are too large and do not accord with policy H4 of the Neighbourhood Plan which should be given full weight
- The changes made in the reserved matters application, to the provision of long gardens, the orientation of housing, the reduction in bungalow numbers, the addition of more housing and subsequent loss of open space, have altered what originally approved as a landscape lead application.
- Requests to speak at the Plans Committee.

Charnwood Borough Council Environmental Protection Officer confirms that no objection to the application is raised.

Charnwood Borough Council Private Sector Housing confirms that there are no comments or objections to the proposed application.

Charnwood Borough Council Open Spaces raises no objection following the submission of a revised site layout and landscaping plan which includes redistribution of the on-site

Open Space typologies to be provided within the Reserved Matters application site. The proposals accord with the outline permission and policy CS15 of the Core Strategy. A condition requesting details of fencing around the allotment land is recommended.

Charnwood Borough Council Affordable Housing Strategy Manager initially raised concerns that the clusters of affordable housing proposed did not accord with the guidance contained within the adopted housing SPD. Furthermore, the mix did not accord with the signed Section 106 agreement. The location, distribution and mix of affordable units were subsequently amended as part of the application and are now considered acceptable.

There has been 18 letters of objection received from residents raising the following concerns:-

- The proposed development will exacerbate traffic and parking issues on Ratcliffe Road
- Loss of green space and natural drainage
- Overlooking and loss of privacy
- Additional noise and disturbance
- High density development that doesn't respect the character of the area
- Impact on infrastructure and local service provision
- Traffic congestion issues during construction and road closures due to flooding
- Mix and tenure of affordable housing will increase crime
- Lack of bungalows
- Heights of buildings
- Overbearing impacts
- Loss of daylight
- Impact on the character and appearance of area and inappropriate use of materials
- Poor house type designs
- Increased risk of flooding
- The Reserved Matters application does not accord with the outline permission
- Lack of parking for new development
- Over development of the site
- The council should require planting on surrounding fields and the designation of a conservation area to prevent further development
- Concerns over landscape and boundary management responsibility
- Loss of trees and harm to wildlife
- Building on open countryside
- Loss of agricultural land
- Unsustainable location

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

The principle of development was established following the granting of outline planning permission P/17/1578/2. Through the granting of the outline application, the principle of the development, the impact on flooding, road congestion and local wildlife were considered and addressed.

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

- Compliance with the Outline Planning Permission
- Design and Layout and the impact on the character of the area
- The Impact on Residential Amenity
- Impact on Ecology
- Highway Safety
- Conditions of the Outline Planning Permission
- Other Matters

### Compliance with the Outline Planning Permission

The Parish Council and Cllr. Paling have raised concerns that the proposed reserved matters within this part of the site is not in accordance with the approved outline planning permission and therefore question its lawfulness as a valid reserved matters application. However, there is no requirement for a reserved matters application to cover the whole of an outline site providing it meets with the spirit and purpose of that consent. It is often the case that separate parcels within an outline consent come forward at different times and that the details within these parcels may change from any illustrative version originally proposed. If any parameters within the outline are considered vital they are normally applied by way of a condition which equally applies to subsequent reserved matters. Such a condition would not, however, be binding upon a full application, such as that associated with this consent), and its need and purpose would stand to be reconsidered for that full application. Condition no. 3 of the outline planning permission states that the reserved matters “shall be in accordance with the principles set out on the indicative masterplan and goes on to set more specific principles within the subsequent bullet points. Condition 3 allows a wide measure of discretion for the Council in approving the reserved matters so long as the basic principles and parameters set by the conditions attached to the outline planning permission have been complied with. Furthermore, It is considered that the proposals in so far as they relate to the reserved matters proposals accord with those principles.

Officers have compared the indicative masterplan and its relevance to the submitted reserved matters application. The blocks of housing development, the position of roads, the position of the cemetery extension and allotments are as shown on the indicative masterplan. The position of open space and water attenuation features are largely in accordance with those areas shown on the indicative masterplan. Furthermore, the location of bungalows and large gardens as required by condition 3 has been amended through the application process and now accords with the outline permission. The key difference between the masterplan and the now proposed reserved matters layout is the position of open space and SUDS along the northern boundary to the rear of properties along Ratcliffe Road, which was shown to be housing on the masterplan. The redistribution of the SUDS and open space to this area of the site is as a result of the land naturally falling towards Ratcliffe Road, thus there is a need to drain the site at this point. However, as a matter of principle, it is not considered that such a change in the distribution of site uses would materially depart from the principles of the outline planning permission. Furthermore, there is a genuine technical reason for this change and the repositioning of housing away from the boundary of those properties that front Ratcliffe Road will be of benefit to existing residents and secures a more successful scheme overall when compared against the indicative masterplan.

In conclusion it is considered that it is lawful and permissible for the Council to grant reserved matters approval on the majority, but not the entire site. It is also lawful for a full application to be submitted (P/19/2162/2) and if granted, to co-exist with and be implemented in conjunction with the reserved matters approval in order to increase the total number of dwellings on the development site overall. The number of dwellings permitted by way of the reserved matters approval must not exceed the 170 units permitted by the outline permission, which it does not.

Design and Layout and Impact on the character of the area

Policy CS2 of the Core Strategy requires new developments to respect and enhance the character of the area and saved policy EV/1 supports development that is of a design, scale, layout and mass compatible with the locality and uses materials appropriate to the locality. Policy G2 of the Neighbourhood Plan seeks to reinforce local distinctiveness and supports contemporary or innovative design where it makes a positive contribution to the character of the area and is compatible with the surrounding historic context.

The National Design Guide sets out important design characteristics which are integral to any development. Whilst this proposal must sit within the framework of the approved Design and Access statement which predates this document it is useful to briefly look at the proposal in terms of the 10 characteristics. The table below provides a short summary:

Characteristic	Assessment
Context	The surrounding context is mixed but defined by the site's edge of settlement location surrounding a Victorian farm complex, of which is to be retained and developed under a separate reserved matters permission granted for that parcel of the site. Due to the site's shape and position, it does not share a strong physical relationship with built development along Peashill Close or Ratcliffe Road. A soft lower density edge to the development where it borders open countryside is proposed.
Identity	The development achieves an identity which comes from the interaction of the elements within it. It is clearly contained by the green corridors and has been designed so that there are small character areas, (greens), within it. There are vistas towards adjoining green areas and dual aspect and taller buildings have been used to help define place.
Built Form	The development uses an outward facing block structure with interesting building orientation and small landscape features used to define nodes. Whilst the surrounding context requires a lower density at the site edges, it is walkable with a system of footways/cycleways.
Movement	The development has a clearly defined hierarchy for movement. There are distinct road types and various choices for connectivity are offered with a wide range of walkable networks around the site and onto Ratcliffe Road and potential for connectivity to the Cemetery.
Nature	Within the development and the surrounding infrastructure

	there are high quality greenspaces which perform a number of functions, including play and drainage.
Public Spaces	Small scale open spaces have been used around prominent junctions within the development to provide visual enjoyment. This is supplemented by larger scale open spaces which are multi-functional. The hierarchy of streets itself lends interest to public areas and the block structure ensures active frontage.
Uses	The residential development parcel is supplemented by the community/commercial uses within the agricultural complex as part of the outline permission. Walkable access to village services is provided.
Homes and Buildings	These are traditional family homes and as such do not contain any unique design features. The house types proposed meet with national guidance relating to internal space and provide outdoor areas and opportunities for storage
Resources	Whilst the details of construction are beyond the scope of this reserved matters the housing will be constructed to meet with Building Regulations part L. This emphasises efficient use of energy and uses a fabric first approach. The site will be drained via sustainable drainage
Life Span	The proposal is designed to be robust with traditional brick-built units and management proposals in place for communal areas.

In respect of the design; the layout, scale, appearance and landscaping it is considered that these reserved matters accord with policies CS2, EV/1 and G2. However, this is incumbent on the inset parcel of land subject to full application P/19/2128/2 being granted planning permission as the two parcels are mutually dependent and inextricably linked to ensure the overall success of the development and overall compliance with the design policies and guidance of the development plan. It is also considered that the proposed layout, landscaping, appearance and scale of development proposed as part of the reserved matters accords with the aspirations and spirit of the approved outline planning permission.

### Residential Amenity

Core Strategy Policy CS2 and saved local plan policies EV/1 promote high quality design and layouts to preserve residential amenity for both occupiers of existing neighbouring properties and the future occupiers of proposed development. Further guidance on residential amenity is set out in the Design SPD.

Within the reserved matters area itself plots are orientated and spaced in a way that ensures there is adequate privacy, light and that private elevations and garages have a reasonable outlook. Guidelines set out within the SPD which supports the Development Plan are all met in this regard. There are some relationships within the blocks where side elevations are close to adjacent gardens but in these instances appropriate selection of house types has been used to ensure any potentially overlooking first floor windows only serve bathrooms or landings.

Local residents on Ratcliffe Road and Peashill Close have raised concerns that they would suffer from overbearing impacts of the development and a loss of privacy. The position of dwellings where they are close to or share a boundary with existing neighbouring properties are sufficiently distant in accordance with the separation distances advised by the Design SPD. Furthermore, properties along Peashill Close are positioned on higher ground, and due to the provision of long gardens, intervening hedgerow corridors and the positioning of bungalows, it is not considered that the proposals would result in unacceptable loss of privacy, light or result in overbearing impacts to existing residents along Peashill Close or Ratcliffe Road.

Some residents have raised concerns that the secondary pedestrian and cycle access along Ratcliffe road will cause noise and disturbance to the occupiers of adjacent properties. The principle of this secondary access has been approved as part of the outline planning permission. Notwithstanding this, the design is such that it will be overlooked to prevent crime and reduce the fear of crime and any amenity issues created by such issues. Furthermore, condition 14 of the outline planning permission requires details of lighting and boundary treatments prior to commencement of the development which will provide the local planning authority control over the design and securing effective mitigation for adjacent properties.

It is therefore considered that the proposal would not result in unacceptable adverse impact on amenity of residential properties within the sites locality and therefore does not conflict with policies CS2 and EV/1 in respect of residential amenity. Furthermore, the proposal is acceptable having regard for the guidance and separation distances contained within the Design SPD and accords with the principles approved as part of the outline planning permission.

### Housing Mix

Policy CS3 requires an appropriate level of affordable homes and a mix of type, tenure and size of home having regard to housing need and character of the area. CS3 seeks 30% affordable homes across the site and also a mix of type, tenure and size of home to meet local needs. Policy H4 of the Neighbourhood Plan states that the affordable housing should be made available as an integral part of the development, equivalent to the open market housing and be dispersed throughout the site as individual units. The Housing and Economic Development Needs Assessment (HEDNA) is the evidence base to support policy CS3 and identifies particular need across the borough. The Section 106 agreement tied to the outline permission requires 30% affordable units of a mix to be agreed.

In order to consider the proposal's compliance with housing mix policies, consideration of the entire site (the reserved matters for 170 units and full application for the additional 31 units) has been considered both individually and interdependently to ensure that each application when considered on its own, or when considering the wider development site as whole, the proposals are policy compliant. The mix proposed for market and affordable housing in respect of this 170 reserved matters application are set out below;

### *Open Market Housing*

Size	No.	% Proposed	% HEDNA	Site wide %
1 bed	0	0	0-10%	0%

2 bed	17*	1.2%	25-35%	13.4%
3 bed	61**	51.2%	45-55%	52.4%
4+ bed	41	34.4%	10-20%	34.04%

\*includes x 2 bungalows

\*\*includes x 5 bungalows

### *Affordable Housing*

Size	No.	% Proposed	% HEDNA	Site wide %
1 bed	8	16%	40-45%	13.3%
2 bed	31*	60%	20-25%	58.3%
3 bed	11	21%	25-30%	26.7%
4+ bed	1	2%	5-10%	1.7%

\*includes 6 bungalows

Whilst the mix of open market housing above does not strictly accord with HEDNA, this needs to be considered in association with the housing mix proposed for the parcel of land subject to the additional 31 dwellings of which full planning permission is sought. When considering the two applications together, it is considered that a broadly HEDNA compliant mix is achieved, whilst the mix proposed still has regard for the character of the area and the need to achieve compliance with the design policies of the Development Plan.

In terms of the mix, location and distribution of the affordable housing, the housing SPD seeks to ensure the affordable housing is not distinguishable from the open market housing and should be in contiguous groups of no more than 10. The proposal complies with the housing SPD in this regard. Whilst the affordable housing mix does not strictly accord with HEDNA, this evidence base is a material consideration and not a determinative factor when considering housing mix. The Council's Affordable Housing Strategy Manager has requested the mix provided on the basis of local need, rather than borough wide need.

Policy H4 of the Sileby Neighbourhood Plan also requires that no two affordable units are positioned together on the site to ensure a cohesive and well balanced community. The Neighbourhood Plan does state that this requirement can be obviated should it be demonstrated that a registered provider would be unwilling to manage the units in this form. In the current market Registered Providers will tend to prefer the affordable housing to be in clusters rather than individual units dispersed throughout the development as this makes the housing easier to manage particularly when some units are sold as affordable home ownership or acquired through Right to Buy. However, the affordable housing should be an integral part of the development and be visually indistinguishable from the equivalent market housing. In this regard, East Midlands Housing (who are to be the registered provider to own and manage the affordable units) has confirmed that it would not be possible to manage the units in this way for the reasons stated above and the proposals before the Council are acceptable to them. In this regard, it is considered that the requirements of Policy H4 have been addressed and complied with. The Council's Affordable Housing Strategy Manager has been consulted on the proposals and supports the amount, mix, distribution and tenure proposed, which is in accordance with the S106 agreement secured under the outline planning permission.

Overall, when considering policies CS3, H4 and the Housing SPD it is considered that the proposal accords with the development in respect of housing mix.

### Ecology

Policy CS13 seeks to conserve and enhance the natural environment with regard to biodiversity and ecological habitats. Policy G2 and ENV6 of the Sileby Neighbourhood Plan seek to encourage the use of integrated nesting and roosting features and safeguard locally significant habitats and species and to create new habitats for wildlife. Condition 4 of the outline planning permission seeks to ensure that a landscaping scheme is submitted as part of the reserved matters, not only to ensure the satisfactory appearance of the development, but also to protect wildlife.

To inform the outline planning application a suite of ecological surveys of the Site was undertaken in 2016. These included a desk study, Extended Phase 1 survey and further Phase 2 surveys in relation to roosting bats, foraging/commuting bats and great crested newts. The results of which were submitted with the outline application within an Ecological Appraisal. It was considered that should a scheme be submitted that broadly accords with the aims and objectives of the design and access statement and the masterplan, a scheme could be delivered that would not result in an overall loss or harm to biodiversity. The layout and extensively planted landscaping scheme submitted includes numerous areas of formal and informal open space which are dual purpose to provide functional and attractive green infrastructure for both wildlife and residents in order to mitigate the impacts of the development on the loss of the arable field. Hedgerow buffers are also provided along the boundaries shared with properties along Peashill Close to allow wildlife corridors to develop once the development is complete and retention of the area of woodland to the south west of the site is retained and to be managed over the long term.

It is therefore considered that providing a condition is imposed requiring the development to be carried out in accordance with the submitted the proposals, the application will be acceptable in terms of its impact on wildlife and therefore accords with policies CS13, G2, ENV6 and the NPPF.

### Highway Safety, Parking and Access

“Saved” Policy TR/18, of the Charnwood Local Plan, sets out parking standards in respect of development proposals. Paragraph 108 of the National Planning Policy Framework outlines that development proposals should ensure that safe and suitable access to the site can be achieved for all users. Paragraph 109, of the National Planning Policy Framework, outlines that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. When consideration planning applications, the Local Highway Authority uses the guidance and standards contained within the Leicestershire Highways Design Guide (LHDG).

The main site access points off Ratcliffe Road has already been determined under planning application P/17/1578/2 as was the impact on the wider highway network considered and determined to be acceptable by the local highway authority.

Leicestershire County Council (Local Highway Authority) were consulted in connection with this reserved matters application. The consultation response originally received requested vehicular and pedestrian visibility splays to be improved, bend widening, speed control measures, footway provision, shared surface provision and bin collection points be provided or improved in accordance with LHDG standards. The application was subsequently amended and the LHA are satisfied the layout and highway design and is in accordance with the LHDG in respect of highway safety.

The Local Highway Authority have also reviewed the proposed parking provision and are satisfied there is sufficient parking associated with the proposed dwellings and is in general accordance with Highway Requirements Part 4 of the Leicestershire Highways Design Guide. It is confirmed therefore that the Local Highway Authority raise no objection in respect of the proposed development, although they have recommended a number of conditions. It is also recommended that the detailed design of the highway works will need to be amended in order to be considered for adoption. It has also been advised that should the scheme be as submitted be adopted, it would require the payment of a commuted sum to the county council which would be secured through the Section 38 technical approval process between the developer and the Local Highway Authority.

Overall, given the site specific circumstances outlined above, the Local Highway Authority do not consider the proposals would lead to a 'severe' impact on the safe operation of the highway in accordance with the NPPF. Therefore, subject to the imposition of conditions recommended by the Local Highway Authority, the Local Planning Authority does not consider this development will have a severe impact on the highway in accordance with Paragraph 109 of the NPPF and therefore a reason for refusal on such grounds could not be sustained. Furthermore, it is considered that parking provision provided is in accordance with TR/18 and the Leicestershire Highways Design Guide.

### Heritage

The impact on heritage was considered by officers and members at the time of the outline planning application being granted. The application site is not located within a conservation area and there are no designated heritage assets in close proximity. The site lies adjacent to Sileby cemetery and the application provides for an expansion of the cemetery grounds. The cemetery contains a small chapel which is included on Charnwood Borough Council's list of locally designated assets. Sileby Conservation Area lies approximately 500m to the west of the application site and, although it may be possible to appreciate aspects of the proposed development from within the conservation area, at the time of the determination of the outline planning application it was not considered that the development itself will impact upon the significance of the conservation area. This remains the case following the submission and consideration of the reserved matters application.

The proposed development does not result in any physical impact on the significance of the structure Sileby Cemetery Chapel (locally listed) but as the chapel can be viewed from the site, it can be considered as forming part of its setting.

It is considered that the design of the proposed development has responded to this by setting back the built form in order that the views of the chapel can be appreciated from within the open spaces. In addition, the orientation of the road and pathway network is such that the chapel becomes a focus for the development. As secured through the

outline planning application, the reserved matters also includes provision for the expansion of the cemetery to provide for additional burial spaces and this will help to mitigate any impact on the non-designated heritage asset.

Due to the distance of the development site from other listed buildings in Sileby, it is not considered that the significance of these assets or their settings will be affected by the reserved matters proposals.

In conclusion and in accordance with the guidance contained within the NPPF and Core Strategy Policy CS14 the proposed development will not cause either substantial or less than substantial harm to the significance of the designated and non-designated heritage assets and would be considered to be acceptable.

#### Conditions of the outline planning permission

As a Reserved Matters submission, it is necessary to consider the conditions attached to the outline planning permission as to whether any further conditions are necessary:

No.	Wording of Outline Condition	Discharged by the Reserved Matters
1	The final application for approval of the remaining Reserved Matters shall be made within 2 years of the date of this decision. The Reserved Matters approval must be begun not later than 2 years from the date of approval of the final Reserved Matters approval.	In part Yes. Development will need to commence within two years following approval of this reserved matters.
2	The development of land shall not be commenced until details (the "Reserved Matters") of all of the following for that phase or parcel have been submitted to and approved by the Local Planning Authority	Yes. For this parcel only.
3	The Reserved Matters submission shall be in accordance with the principles set out on the indicative masterplan on drawing number EDP3418/06f. The Reserved Matters shall include the following principles: 1. A development of up to 170 dwellings in a housing mix to be agreed. 2. Retention and conversion of the existing farm buildings to Use Classes B1(a), D1 or D2 uses. 3. Bungalows of 1-1.5 storeys on the boundary with existing residential properties (with a minimum of 50% being single storey bungalows) 4. The provision and delivery of cemetery and allotment space 5. Sustainable Drainage provision including ponds and swales 6. The use of long gardens giving space for	Yes For this parcel only.  1. There are 170 dwellings proposed within the Reserved matters site. 2. approved under application P/20/0089/2. 3. Bungalows and 1.5 storey properties as required proposed along the southern boundary as shown on the indicative masterplan. 4. Space for cemetery expansion and allotments is proposed.

	<p>existing hedgerows.</p> <p>7. Appropriate stand-off, landscaping and mitigation to the Chapel building in the cemetery</p>	<p>5. Space for SUDS throughout the site and broadly in accordance with locations indicated on the indicative masterplan.</p> <p>6. Gardens on existing boundaries are spacious with hedgerows protected by fencing. – see condition 4 recommended below.</p> <p>7. Open Space proposed is focused around the cemetery building.</p>
4	<p>As part of the landscaping Reserved Matters submission, identified under Condition 2, details of hard and soft landscaping works in that phase or parcel will be submitted for the approval of the Local Planning Authority.</p>	<p>Yes</p> <p>For this parcel only.</p>
5	<p>No site clearance shall be commenced until a detailed tree protection scheme approved under Condition 4 has been implemented to protect all trees and hedgerows to be retained in or immediately adjacent to the boundary of the application site in accordance with BS5837: 2005 'Trees in relation to construction'. Any tree works shall be carried out by a recognised tree surgeon, or a person who is appropriately insured and competent in such operations.</p>	<p>No.</p>
6	<p>No development shall commence on the site (including any demolition and clearance works) until such time as a construction traffic management plan, including as a minimum, details of wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.</p>	<p>No.</p>
7	<p>Prior to the commencement of development, including site works, until a Phase II ground investigation shall be undertaken to establish the full nature and extent of any contamination of the site and the results of the investigation together with details of any remediation</p>	<p>No.</p>

	strategy necessary to render the site safe shall be submitted to the local planning authority for their assessment and written approval. Any remediation works required by the approved strategy shall be carried out in accordance with the approved remediation strategy.	
8	Prior to the commencement of development drainage plans for the disposal of foul sewage for the phase shall be submitted to and approved by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details before the development is first brought into use.	No.
9	Prior to the commencement of development a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.	No.
10	Prior to built development commencing a schedule of the facing materials to be used has been submitted to and approved in writing by the Local Planning Authority.	No.
11	Prior to first occupation of any dwelling hereby permitted details of the design for off-site highway works being a speed reduction scheme on Ratcliffe Road, Sileby shall be approved and implemented to the satisfaction of the Local Planning Authority. Any street furniture or lighting that requires relocation or alteration shall be carried out entirely at the expense of the Applicant, who shall first obtain the separate consent of the Highway Authority.	No.
12	No part of the development shall be occupied until such time as the site access arrangements shown on PBA drawing numbered 39052/5501/006 Rev B has been implemented in full.	No.
13	Prior to first occupation, a Green Infrastructure Biodiversity Management Plan, including long term design objectives, management responsibilities and maintenance schedules, including ecological measures for all landscape	No.

	<p>areas, other than domestic gardens, shall be submitted to and agreed in writing by the Local Planning Authority. The agreed Green Infrastructure Biodiversity Management Plan shall then be fully implemented in accordance with the agreed recommendations.</p>	
14	<p>Prior to the commencement of development details of any associated lighting and boundary treatment to the proposed emergency, pedestrian and cycle way to Ratcliffe Road shown on PBA drawing numbered drawing ref: 39052/5501/021 shall be submitted to and approved in writing by the Local Planning Authority. The access shown on PBA drawing numbered drawing ref: 39052/5501/021 and associated approved works shall be implemented prior to first occupation.</p>	No
15	<p>Prior to the commencement of development a Construction Traffic Routing Agreement shall be submitted to and approved in writing by the Local Planning Authority. During the period of construction, all traffic to and from the site shall use the agreed route at all times.</p>	No.
16	<p>No part of the development hereby permitted shall be first occupied until a Public Transport Strategy has been submitted to and agreed in writing by the Local Planning Authority.</p>	No.
17	<p>Prior to the occupation of each dwelling, the parking areas which relate to that dwelling shall be made available for the parking and maneuvering of motor vehicles. The areas shall be retained for such purpose at all times thereafter.</p>	No. Further conditions recommended by the LHA for this parcel only.
18	<p>No demolition, construction or engineering works, (including land reclamation, stabilisation, preparation, remediation or investigation), shall take place on any Sunday, Bank Holiday or Public Holiday, and otherwise such works shall only take place between the hours of 07.00 to 18.00 weekdays and 08.00 to 13.00 Saturdays. No plant, machinery or equipment associated with such works shall be started up or operational on the development site outside of these permitted hours.</p>	No.

## **Conclusion**

Decisions on applications need to be made in accordance with the adopted development plan policies unless material considerations indicate otherwise.

Overall, the proposals have been carefully assessed against the comments and consultation responses received and the policies of the Development Plan and the National Planning Policy Framework.

The principle of development in terms of the uses proposed on this part of the site and the impact on the wider highway network, flooding and wildlife has been considered and deemed acceptable through the approval of the outline planning permission.

It is considered that the proposals relate to the built form and settlement character of this area of Sileby and would preserve amenity for existing residents and create a high quality environment for future residents. The housing mix is considered acceptable both in terms of meeting local need and respecting the character and appearance of the area.

The validity of the reserved matters application and its consistency with the outline planning permission has been carefully considered and it is concluded that the proposal accords with the indicative principles and conditions approved as part of the outline planning permission.

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

## **RECOMMENDATION:**

Planning permission be granted for the development subject to the following Conditions and Reasons why they have been imposed:

1. The development hereby permitted shall be carried out and the use operated only in accordance with the details and specifications included in the submitted application and as shown on the drawings below;  
Approved Drawings:-

Phasing Plan 1202\_500 P01  
Planning Layout 170 Plots - 1202\_104 P11  
Materials and Boundary Treatment Plan - 1202\_200 P05  
Soft Landscaping - GL 1193 901E  
Soft Landscaping - GL 1193 902E  
Soft Landscaping - GL 1193 903E  
Soft Landscaping - GL 1193 904E  
Soft Landscaping - GL 1193 905E  
Soft Landscaping - GL 1193 906E  
Play & Outdoor Fitness Proposals - GL1193 911/C  
Landscape Management Scheme - GL1193C  
E135-00-01C PRELIM FFL - E135-00-01 C

E135-00-02C PRELIM FFL - E135-00-02 C  
E135-00-03C PRELIM FFL - E135-00-03 C  
E135-00-04C PRELIM FFL - E135-00-04 C  
E135-20-20C CROSS SECTION E135-20-20 C  
E135-20-21A CROSS SECTION E135-20-21 A  
1202\_801 Street Scene 1202\_801A  
1202\_802 Street Scene 1202\_802 A  
Sibley\_Plot 124 & 161  
DB22V-3 (AS)  
DB22V-3 (OP)  
DH200GE-4 (AS)  
DH200GE-4 (OP)  
DH200GI-4 (AS)  
DH201B-4 (AS)  
DB311V-4 (AS)  
DH301GE-4 (AS)  
DH301GE-4 (OP)  
Plot 161 DH302GE-4 (OP) (Plot Specific)  
DH302GE-4 (AS)  
DH302GE-4 (OP)  
DH302GI-4 (AS)  
DH302GI-4 (OP)  
DH308GE-4 (AS)  
DH308GE-4 (OP)  
DH313B-4 (AS)  
DH313B-4 (OP)  
DH313R-4 (OP)  
DH314G-4 (OP)  
DH318B-4 (AS)  
DH318B-4 (OP)  
DH320R-4 (AS)  
DH320R-4 (OP)  
DH330G-4 (AS)  
DH330V-4 (OP)  
DH342G-4 (AS)  
DH342G-4 (OP)  
DH404G-4 (OP)  
DH404GH-4 (AS)  
DH409GH-4 (AS)  
DH409GH-4 (OP)  
DH412G-4 (OP)  
DH414GH-4 (OP)  
DH418V-4 (AS)  
DH425G-4 (OP)  
DH427B-4 (AS)  
DH427B-4 (OP)  
DH430B-4 (AS)  
DH430B-4 (OP)  
DH430R-4 (OP)  
DH434B-4 (AS)

DH434B-4 (OP)  
DH434R-4 (AS)  
DH434R-4 (OP)  
DH501G-4 (AS)  
DH501G-4 (OP)  
DH532V-3 (AS)  
DH532V-3 (OP)  
SH16B-4 (AS)  
SH16B-4 (OP)  
SB21V-3 (AS)  
SB21V-3 (OP)  
AB210B-4 (AS)  
AB210B-4 (OP)  
DH291GE-4 (AS)  
DH291GE-4 (OP)  
DH291GI-4 (AS)  
DH291GI-4 (OP)  
DH291GG-4 (AS)  
DH291GG-4 (OP)  
DH391GE-4 (AS)  
DH391GE-4 (OP)  
DH391GI-4 (OP)  
AH41BI-4 (AS)  
DG23-3  
LG1-4  
LG4-4  
LG10-4  
SG1-4  
SG4-4  
SG10-4

REASON: For clarity and the avoidance of doubt and to define the terms of the permission

2. Notwithstanding the submitted plans, any garage doors shall be set back from the highway boundary a minimum distance of 5.5 metres for sliding or roller/shutter doors/ 6.1 metres for up-and-over doors / 6.5 metres for doors opening outwards and thereafter shall be so maintained.

REASON: To enable a vehicle to stand clear of the highway whilst the garage / car port doors are opened/closed, to protect the free and safe passage of traffic, including pedestrians, in the public highway, to ensure that adequate off street parking provision is available to reduce the possibility of on street parking problems locally and in accordance with the National Planning Policy Framework (2019).

3. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Davidsons

drawing number 1202\_104 Revision P09. Thereafter the onsite parking provision shall be so maintained in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally (and to enable vehicles to enter and leave the site in a forward direction) in the interests of highway safety and in accordance with the National Planning Policy Framework (2019).

4. The means of enclosure to the rear of plots 140-145, and to the side of plots 118,129, 130, 137 and 138, in addition to the means of enclosure to the rear of plots 7-10 and to the side of plots 1 and 6 shall be retained and not be removed or altered without the prior written consent of the local planning authority.

REASON: to protect the existing hedgerow and landscaped buffers from encroachment or loss in order to ensure continued compliance with conditions CS2 and CS13 of the Core Strategy.

5. Notwithstanding what is shown on the approved plans, details of the boundary treatment and means of enclosure to be used to secure the allotment site shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and provided prior to its first use.

REASON: to ensure the allotment site can be suitably secured and available for use in accordance with policy CS15 and to ensure the design accords with policy CS2 of the Core Strategy

6. The development hereby permitted shall be carried out in phases in accordance with the submitted Phasing Plan 1202\_500 P01 unless otherwise agreed in writing by the local planning authority.

REASON: to ensure the residential plots are delivered concurrently with the necessary infrastructure

The following advice notes will be attached to a decision

- 1 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 policies CS2, CS3, CS13, CS16, EV/1, TR18, G2, H3, H4 and ENV6 and, therefore, no harm would arise such as to warrant refusal of planning permission.

2. Planning Permission does not give you approval to work on the public highway. To carry out off-site works associated with this planning permission, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit/section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://resources.leicestershire.gov.uk/lhdg>
3. You are reminded that the development remains subject to the conditions imposed on outline planning permission P/17/1578/2. You must ensure that pre-commencement conditions are discharge prior to commencing the development and that all conditions are complied with.
4. If the roads within the proposed development are to be offered for adoption by the Local Highway Authority, the Developer will be required to enter into an agreement under Section 38 of the Highways Act 1980. Detailed plans will need to be submitted and approved, the Agreement signed and all sureties and fees paid prior to the commencement of development. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://resources.leicestershire.gov.uk/lhdg>

If an Agreement is not in place when the development is commenced, the Local Highway Authority will serve Advanced Payment Codes in respect of all plots served by all the roads within the development in accordance with Section 219 of the Highways Act 1980. Payment of the charge must be made before building commences. Please email [road.adoptions@leics.gov.uk](mailto:road.adoptions@leics.gov.uk) in the first instance.

