

Item No. 5

Application Reference Number P/21/1017/2

Application Type:	Full	Date Valid:	5th May 2021
Applicant:	Leicester City Football Club		
Proposal:	External amenity lighting, security measures, external directional signage and the provision of electric vehicle charging points (retrospective)		
Location:	Football Training Ground Park Hill Lane, Seagrave Leicestershire LE12 7NG		
Parish:	Seagrave Cossington Ratcliffe on the Wreake Sileby	Ward:	Sileby Wreake Villages
Case Officer:	Lewis Marshall	Tel No:	07714846497

This item has been called in to be determined by the Plans Committee at the request of Cllr Poland for the following reasons:

- The lighting on site is noticeable from Seagrave
- Privacy of residents in terms of the onsite CCTV should be respected
- Is not against the application but would welcome conditions that limit the hours of use for the lighting

Description of the Application

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

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

The site is a former 18 hole golf course with associated facilities, which closed in January 2018. Due to its previous use the site was predominantly open grassland, with a number of ponds and mature vegetation and trees. There is also a Public Bridleway which cuts through the site, connecting Park Hill Lane with Ratcliffe Road via Ratcliffe College.

The application seeks full planning permission for security infrastructure and features that have been erected at the site. Such details were a requirement of condition 3 of planning permission P/18/1269/2; however, whilst this condition was discharged as applied for by the applicant, it omitted the details that are the subject of the current planning application.

As the development is now in use, and due to the wording of the condition requiring the submission of details prior to commencement, it is not possible to submit the details under the provisions of the condition thus, a full application for planning permission is required.

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 plan as is relevant to this planning application.

Charnwood Local Plan 2011-2028 Core Strategy

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The policies relevant to this proposal include:

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

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

Policy CT/1 – General Principles for Areas of Countryside, Green Wedge and Local Separation: This policy seeks to strictly control development in Green Wedges and Areas of Countryside and Separation. It sets out the criteria against which to assess proposals for development. This is limited to small scale developments and re-use and adaptation of

rural buildings for uses suitable in scale and nature. The exceptions are agricultural or forestry proposals, facilitation of the rural economy, improving recreational facilities, and implementing strategically important schemes for mineral related uses, transport infrastructure, and for public services or utilities.

Policy CT/2 – Development in the Countryside: This policy seeks to ensure that developments that are acceptable in principle do not harm the character and appearance of the countryside and safeguard its historic nature conservation, amenity and other local interest. Leicestershire Minerals Core Strategy and Development Control Policies document (2009)

The Leicestershire Minerals Development Framework Core Strategy

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

Other Material Considerations

The National Planning Policy Framework (2021)

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. 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. Developments that generate significant movement should

be located where the need to travel will be minimised and the use of sustainable modes maximised. 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. 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 111).

Section 11: Making effective use of land - Paragraph 119 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.

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 130 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 133) and the NPPF notes that great weight should be given to innovative designs which help raise the standard of design and that poor design should be refused (paragraph 134).

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 154). It should also take account of layout, landform, building orientation, massing and landscaping to minimise energy consumption (paragraph 157) and renewable and low carbon energy development should be maximised (paragraph 158).

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 and employment needs based on the expected demographic changes over the same period.

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 Pre-Submission Draft Charnwood Local Plan (July 2021) was consulted upon from 12th July 2021 to 23rd August 2021 and submitted to the Secretary of State on the 3rd December 2021. The Plan will now proceed to examination hearings during 2022. The Plan sets out strategic and detailed policies for the period 2019-37 and will replace the adopted Charnwood Local Plan Core Strategy (2015) and the saved policies of the Borough of Charnwood Local Plan 2004. In accordance with NPPF paragraph 48, the relevant emerging policies in the plan may be given weight in determining applications, according to; (a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater weight it may be given), (b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given), (c) the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given). At this stage in production, the emerging Local Plan is given limited weight.

Relevant Planning History

Reference	Description	Decision & Date
P/18/1269/2	Demolition of existing buildings and erection of a new football training facility (Sui Generis) comprising grass and artificial turf football pitches, multi-use training and ancillary uses building including 30no. bedrooms for players and dining facilities, indoor training pitch with associated facilities, show pitch with 499 seat spectator stand, multi-sports hall building, parents' pavilion, grounds maintenance buildings; sports turf academy building; security lodge building; 9-hole golf course; site plant and energy centre, including combined heat and power plant; landscaping, including shrubs, hedging, trees, ponds, areas of hardstanding, lighting and access routes; floodlighting; secure boundary	Approved

	treatments including fencing, lighting and CCTV; and associated access, car parking and other works.	
P/19/1625/2	Variation of condition 2 (Approved Drawings), condition 9 (Access Arrangements) and condition 12 (Visibility Splays) of planning permission ref. P/18/1269/2 for changes to site access, bridleway and path through the eastern part of the site, security lodge, intake room, show pitches and toilets, floodlighting masts, and associated works	Approved
P/20/0696/2	Section 73 Minor Material Amendment to P/19/1625/2 to amend Condition 6 (junction improvements).	Approved
P/19/1549/2	Discharge of conditions 3 and 4 of P/18/1269/2 regarding external details of the buildings and materials	Conditions discharged

Responses of Consultees

Charnwood Borough Council Environmental Health

No objection

Ward Councillor Poland

The local ward councillor made the following comments:

- The lighting on site is noticeable from Seagrave
- Privacy of residents in terms of the onsite CCTV should be respected
- Is not against the application but would welcome conditions that limit the hours of use for the lighting
- Requests that the application is determined by the Plans Committee

Seagrave Parish Council

The Parish Council objects to the application on the following grounds:

- Would like to see a lighting cut off time at time of 11pm - 7 am or at least dimmed down to 10 % of the output.
- The areas that are not in use at night should not need to be illuminated between 11.0 pm to 7.00 am.
- Would like to see the tree lighting and the ground lights that light up the main indoor facility switched off between 11.00 pm and 7 am as they appear to be purely superficial.
- These measures would help to reduce the light pollution from the site to neighbouring villages. It would also be more environmentally friendly and cost effective for the club.
- Concerned the CCTV cameras are able to pan/tilt and zoom so can look into neighbouring properties for no apparent reason.
- Vehicle Barriers - we would like to see the full LED green/line lights on the vehicle barrier being switched off between 11.0pm and 7.00 pm. This can be viewed from the back gardens of some properties in Seagrave.

Other comments

There has been 8 letters of objection received from residents raising the following concerns:

- Amenity lighting overnight not necessary and should be reduced
- Loss of privacy
- Impact on light pollution
- Impact on wildlife

Non material matters that have been raised:

- The light pollution created by the match floodlights
- Any current or previous breaches of planning control
- The previous use of the site and any conditions imposed on that use
- Infrared security cameras should be used instead

Consideration of the Planning Issues

The principle of a football training facility on the site has been established following the granting of planning permission P/18/1269/2. Through the granting of the original planning permission and subsequent variation permission, the principle of the development, the landscape and visual impact, the design, impact on flooding, road congestion and local wildlife were assessed and considered acceptable.

The main issues to be considered in the determination of this application are, and limited to, those in respect of the amenity lighting and other security measures, thus:

- Design, Amenity and Visual Impact
- Ecology

Design, Amenity and Visual Impact

CCTV

Concerns have been raised in respect of the on-site CCTV cameras, the location of the CCTV cameras are noted on plan '750140-DGL-SW-XX-DR-E-6034 Site Layout CCTV Locations and Reference' which also indicates the field in which the CCTV cameras are directed. A total of 67 cameras are proposed, positioned around the perimeter of the site and within the site itself. In some views, private houses may be visible, but the views of the private houses from the CCTV have been blocked with privacy blinds. Examples of screen shots have been submitted as part of the application to show the privacy blinds which have been applied utilising the CCTV system software.

In terms of lighting and CCTV it should be noted that the CCTV system is capable of operating down to quarter moonlight on a cloudless night (0.1 – 0.4 lux). There are many areas throughout the site where there are no lights nearby. The amenity lighting therefore

serves a purpose to preserve site security over access routes, communal areas and pathways around the various buildings.

In terms of the visual impacts of the CCTV cameras, these are contained within the site and are located on existing buildings or interspersed on columns in parking areas or close to site access points. Whilst a small number may be visible, such as close to the Public Right of Way to the south of the site, it is not considered that this would result in an unacceptable visual impact or loss of individual amenity.

Lighting

Due to safety and security protocols, the site is patrolled 24 hrs, 7 days a week. Patrolling personnel require the main routes to be lit for navigation, safety and to ensure good visibility.

The site's fire exit strategy that has been agreed with Leicester County Council, Building Control and the Fire Brigade, requires provision of minimum lighting levels to all the paths leading from the buildings fire exits to the place of assemblies (located in the First Team and Academy car parks). From time to time the building will be occupied 24 hours a day and the site's Operation Team will also need to provide a site presence. The car parks will be used throughout the 24hr period either by staff or returning players including player coaches.

The path to the South of the Training Centre, connects all the ground floor south exits to the academy car parking. It is required to comply with the fire strategy and emergency evacuation strategy. Similarly, the path to the south of the Sports Turf academy connects the fire exit to the place of assembly in the associated car parking area. The service yards can be operational from early hours in the morning to avoid peak hours and key site operational hours and until the evening for pitch and landscape operational maintenance and deliveries.

The site layout generally features the use of low-level lighting bollards in most of the areas with limited additional post mounted lighting in the car parking areas to ensure uniformity of lights levels and for pedestrian safety. Limited post mounted lighting is also adopted in the service yard next to the Machinery Store and along the academy players' paths that connect the internal players facilities to the academy pitches and indoor pitch. The predominant use of low-level bollards ensures minimum light spillage across the site or beyond the site boundaries and is utilised wherever possible only for the key routes where evening and night time navigation by players and security staff is required. The zone around the show pitch to the north of the site has been designed with low lighting levels to minimise the light spillage whilst still ensuring safety for visitors and staff.

Uplighters have been used along the main access avenue to light the tree canopies providing the minimum level of light for orientation and direction for those accessing the site by car without the requirement to light the roads with standard road lighting poles to minimise potential lighting spillage. No pathways have been provided to the road-side to avoid the requirement to provide further lighting. A single pedestrian path links the main car parking to the north to the training centre and indoor pitch. All lights along this path are low level bollards with single optics and are screened on one side by the green hedging to minimise lighting spillage. All bollards have been spaced at maximum distances advised

by the manufacturer to minimise the number required whilst still maintaining minimum operational lighting lux levels.

The training ground is also used by academy players in younger age groups and it is important to preserve their health and safety and provide clarity of navigation when walking around the site with parents or siblings. This is particularly important in areas where there may be either moving vehicles or maintenance equipment operating later in the evenings.

As part of the approved planning permission a significant landscaping scheme including a large number of trees was agreed which is still establishing and will gradually reduce the visibility of lighting on the site beyond the site boundaries as the hedgerows and planting zones mature. Notwithstanding this, the visibility of the amenity lighting is extremely limited. The general lighting illumination levels are kept as low as possible to both reduce light pollution and also operating costs for the large site.

Concerns have been raised in respect of the barrier lighting at the access point. Given the relatively low level of lighting at the access point and its location off a 60mph unlit highway, the barrier lighting is considered necessary for reasons of pedestrian and highway safety for both the general public and site users. Notwithstanding this, the barrier lighting is not considered to be of an intensity that is harmful to visual amenity or the character of the countryside.

Overall, it is considered that the lighting scheme submitted as part of the application demonstrates that the proposed amenity lighting and other security measures do not lead to any unacceptable light-spill impacts in terms of the impact on amenity or the wider landscape. It is therefore considered that there is no need for restrictions to be applied limiting the use of the amenity lighting. Furthermore, it's a material consideration that the original planning permission did not restrict lighting operational hours for amenity or security lighting. Environmental Health has not advised that it is necessary to impose such a condition and such a condition could seriously prevent the applicant from being able to operate its facility safely and lawfully.

The description of development also includes wayfinding signage and Electric Vehicle charging points. These are located within the site at appropriate locations and have no implications for wider amenity or landscape impact.

Therefore, the proposal is considered to accord with policy CS2, EV/1. CT2, CS11 and Section 12 of the NPPF.

Ecology

Policy CS13 seeks to conserve and enhance the natural environment with regard to biodiversity and ecological habitats. This policy generally accords with the National Planning Policy Framework. As a result, it is not considered that there is a need to reduce the weight that should be given to it.

It is not considered that the lighting scheme would have any implications for the biodiversity management plan or ecological mitigation measures that have been approved through the course of the previous application. The Council's Senior Ecologists has raised

some concerns that the trees that are up-lit along the main access road are not beneficial for wildlife. However, given there are a relatively small number of trees that are lit in this way, and that these trees perform a wayfinding and ornamental function, it is not considered that any small degree of harm in this regard would justify a refusal of planning permission.

Overall, it is considered that the proposal would accord with Policy CS13 and Paragraphs 174, 180 and 185 of the NPPF.

Other matters

It has been suggested by Cllr Poland and local residents that the amenity lighting across the site should be limited by time restrictions. The applicant has stated as part of the submission that limiting the timing for lighting and requiring lighting to be turned off would restrict the operation of the site, remove flexibility and would compromise the safety of staff, players and visitors. The site is operational 24/7 with a constant security presence; as such no restriction should be imposed to limit the hours in which the lighting is turned off, as justified in the detail above. This approach and requirement to provide 24/7 lighting is also consistent with the requirements for the fire exit strategy, as agreed with Leicester County Council, Building Control and the Fire Brigade.

Given the nature of the development, flexibility is key to facilitate the training ground operations particularly given the varied, unfixed nature of a player's training and fixture schedule, as well as staff stays. Players and staff will utilise the on-site accommodation on an ad-hoc basis, necessitating the permanent 24/7 security presence onsite. Given that the club cannot clearly determine when players will or will not be in residence, this reinforces the case that the Club cannot commit to turning off lighting at certain hours. Notwithstanding this, it should be noted that the only lighting that was controlled by the original permission is the floodlighting used on the match pitches. The amenity lighting does not result in the same impacts as the flood lights and is required 24/7 whereas this is not the case for the pitch flood lights.

Concerns have been raised that the lighting used within the indoor pitch can be seen through its rooftop glazing. However, lighting used internally is beyond the control of the local planning authority.

Residents have also cited the light pollution created by the match floodlights as a concern. It should be noted that the match floodlights are not subject to this application and are controlled by conditions placed on the original planning permission. These require that the floodlights shall only be switched on, between 14:30 and 21:00 Monday to Saturday and 14:30 and 17:00 on Sundays and recognised bank holidays. During spectator matches the floodlights on the show pitch shall only be switched on between the hours of 14:30 and 22:00 on Mondays to Saturdays when the show pitch is in use for matches.

Residents have stated that the previous Golf Club use was subject to strict controls in respect of flood lighting. This may be the case, however, each application has to be considered individually and on its merits and the Environmental Health Officer does not recommend conditions to restrict the use of the amenity lighting.

It has also been suggested that the applicant uses infrared security cameras which would obviate the need for lighting. However, this proposal does not form part of the application and the application is required to be considered as submitted and on its merits.

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. It is acknowledged that there is local opposition to the application as there was to the original permission, and this must be taken into account appropriately when reaching a decision on the application.

It is not considered that there is unacceptable light spill beyond the site boundaries emanating from the amenity lighting. The Council's Environmental Health Officers do not raise any objections to the application. It is not considered that there is unacceptable harm to the amenity of nearby residents or the character of the countryside as a result of the amenity lighting or any other aspect of the application. It should also be noted that any effects will be mitigated overtime as the significant areas of approved landscaping between the site and Seagrave, secured on the original permission, mature in the coming years.

There were no time limits imposed on the original planning permission for amenity lighting.

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

RECOMMENDATION:

That 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 retained in accordance with the following approved plans and documents:
 - Red Line Boundary Plan / Site Location Plan, prepared by KSS;
 - Amenity Lighting Plans:
 - 17793-KSS-SW-ZZ-DR-A-1150 prepared by KSS;
 - 17793-KSS-SW-ZZ-DR-A-1151 prepared by KSS;
 - 17793-KSS-SW-ZZ-DR-A-1152 prepared by KSS;
 - 17793-KSS-SW-ZZ-DR-A-1153 prepared by KSS;
 - 17793-KSS-SW-ZZ-DR-A-1154 prepared by KSS;
 - 17793-KSS-SW-ZZ-DR-A-1155 prepared by KSS;
 - 17793-KSS-SW-ZZ-DR-A-1156 prepared by KSS;
 - 17793-KSS-SW-ZZ-DR-A-1157 prepared by KSS;
 - 17793-KSS-SW-ZZ-DR-A-1158 prepared by KSS;

- 18001-DGL-SW-XX-DR-E-6301.1 - External Lighting Master Design Emergency Calculations, prepared by Holophane;
- LCFC Master – External Lighting Master Design, prepared by Holophane;
- 750140-DGL-SW-XX-DR-E-6301 EXTERNAL LIGHTING LAYOUT C02 –

External Lighting Layout, prepared by Dodd Group;

- Luminaire Schedule (Externals) - External Lighting: Value Engineering Proposal, prepared by McLaren;
- Amenity Lighting Technical Note, prepared by McLaren;
- Revised Elevations, prepared by KSS:
- 17793-KSS-IP-ZZ-DR-A-1301-A5-C6;
- 17793-KSS-MS-ZZ-DR-A-0301
- 17793-KSS-PP-ZZ-DR-A-1341
- 17793-KSS-PP-ZZ-DR-A-1342
- 17793-KSS-SL-ZZ-DR-A-1301
- 17793-KSS-SP-XX-DR-A-1311
- 17793-KSS-ST-ZZ-DR-A-1341
- 17793-KSS-ST-ZZ-DR-A-1342
- 17793-KSS-ST-ZZ-DR-A-1343
- 17793-KSS-ST-ZZ-DR-A-1344
- 17793-KSS-ST-ZZ-DR-A-1345
- 17793-KSS-ST-ZZ-DR-A-1346
- 17793-KSS-TC-ZZ-DR-A-1324
- 17793-KSS-TC-ZZ-DR-A-1325
- 17793-KSS-TC-ZZ-DR-A-1326
- 17793-KSS-TC-ZZ-DR-A-1327
- 17793-KSS-TC-ZZ-DR-A-1328
- 17793-KSS-TC-ZZ-DR-A-1329
- 17793-KSS-TC-ZZ-DR-A-1330

- External Signage Design Document (M1465-ASC-ST-ZZ-DR-X-006_P03), prepared by Ascot;

Signage Plans, prepared by KSS:

- 17793-KSS-SW-ZZ-DR-A-1161 - Site Wide External Wayfinding and Signage Zone 1
- 17793-KSS-SW-ZZ-DR-A-1162 - Site Wide External Wayfinding and Signage Zone 2
- 17793-KSS-SW-ZZ-DR-A-1163 - Site Wide External Wayfinding and Signage Zone 3
- 17793-KSS-SW-ZZ-DR-A-1164 – Site Wide External Wayfinding and Signage Zone 4
- 17793-KSS-SW-ZZ-DR-A-1165 – Site Wide External Wayfinding and Signage Zone 5
- 17793-KSS-SW-ZZ-DR-A-1166 – Site Wide External Wayfinding and Signage Zone 6
- 17793-KSS-SW-ZZ-DR-A-1167 – Site Wide External Wayfinding and Signage Zone 7
- CCTV Specifications Document;
- CCTV Schedule (training academy - P02)

- Site Layout CCTV Locations and Reference (750140-DGL-SW-XX-DR-E-6034), prepared by Johnson Controls and Dodd Group;

Security Barriers and Entrance Gate Drawings:

- M1465 LCFC - Barrier Access Control Drawing, prepared by KSS;
 - Barrier 1 (LUX/S/B-19 Automatic Raise Arm Barrier Left Handed);
 - Barrier 2 (LUX/S/B-19 Automatic Raise Arm Barrier Right Handed);
 - Barrier 3 (LUX/S/B-19 Automatic Raise Arm Barrier Left Handed);
 - Barrier 4 (LUX/S/B-19 Automatic Raise Arm Barrier Left Handed);
 - Barrier 5 (LUX/S/B-19 Automatic Raise Arm Barrier Right Handed);
 - Entrance Gate RH (Dwg ref: F-069014-02); and
 - Entrance Gate LH (Dwg ref: F-069014-01)
- Electric Vehicle Charging Points - 17793-KSS-SW-ZZ-DR-A-9005 Site Wide Proposed Masterplan, prepared by KSS; and
 - Quantum EV FTU Data Sheet (Rolec EV).
REASON: to define the terms of the permission

Informative Notes:

1. Planning Permission has been granted for this development because the Council has determined that it is generally in accordance with the terms of Development Plan policies CS1, CS2, CS3, CS11, CS13, CS14, CS16, CS24, CS25, ST/2, CT/1, CT/2, EV/1, TR/18, because the benefits of the proposal are not significantly and demonstrably outweighed by the harm identified. There are no other issues arising that would indicate that planning permission should be refused.

