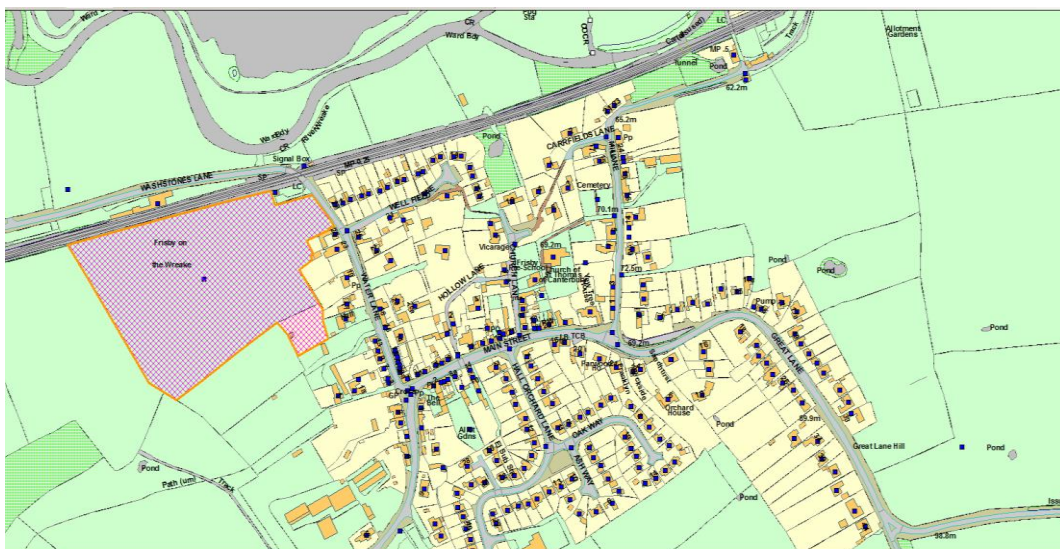


Reference: 16/00740/OUT
Date submitted: 7.10.2016
Applicant: Ms Siobhan Noble
Location: Water Lane , Frisby on the Wreake
Proposal: Outline application for residential development of up to 30 dwellings.



Proposal :-

This application seeks outline planning permission for up to 30 dwellings. In line with local planning policy, the site will deliver affordable housing. The application site is 3.4 ha (8.4 acres) of agricultural land adjacent to Frisby on the Wreake. It is situated between existing residential development and the Leicester – Peterborough railway line.

The application is in outline with only access considered at this time. The access is proposed on the eastern boundary of the site ,from Water Lane.

It is considered that the main issues arising from this proposal are:

- **Compliance or otherwise with the Development Plan and the NPPF**
- **Impact upon the character of the area and open countryside**
- **Impact upon residential amenities**
- **Impact upon highway safety**
- **Sustainable development**
- **Relationship with railway line**
- **Drainage**

The application is required to be presented to the Committee due to the level of public interest.

History:-

None relevant

Planning Policies:-

Melton Local Plan (saved policies):

Policy OS2 - does not allow for development outside the town and village envelopes shown on the proposals map **except** for development essential to the operational requirements of agriculture and forestry, and small scale development for employment, recreation and tourism.

Policy OS3: The Council will impose conditions on planning permissions or seek to enter into a legal agreement with an applicant under section 106 of the Town and Country Planning Act 1990 for the provision of infrastructure which is necessary to serve the proposed development.

Policy BE1 - allows for new buildings subject to criteria including buildings designed to harmonise with surroundings, no adverse impact on amenities of neighbouring properties, adequate space around and between buildings, adequate open space provided and satisfactory access and parking provision.

Policy H10: planning permission will not be granted for residential development unless adequate amenity space is provided within the site in accordance with standards contained in Appendix 5 (requires developments of 10 or more dwellings to incorporate public amenity space for passive recreation with 5% of the gross development site area set aside for this purpose).

Policy H11:

Policy C1: states that planning permission will not be granted for development which would result in the loss of the best and most versatile agricultural land, (Grades 1, 2 and 3a), unless the following criteria are met: there is an overriding need for the development; there are no suitable sites for the development within existing developed areas; the proposal is on land of the lowest practicable grade.

Policy C15: states that planning permission will not be granted for development which would have an adverse effect on the habitat of wildlife species protected by law unless no other site is suitable for the development

The National Planning Policy Framework introduces a ‘presumption in favour of sustainable development’ meaning:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
 - specific policies in this Framework indicate development should be restricted.

The NPPF offers direction on the relative weight of the content in comparison to existing Local Plan policy and advises that whilst the NPPF does not automatically render older policies obsolete, where they are in conflict, the NPPF should prevail.

It also establishes 12 planning principles against which proposals should be judged. Relevant to this application are those to:

- proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.
- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- recognising the intrinsic character and beauty of the countryside
- promote mixed use developments, and encourage multi benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation

- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.
- Take account of the different roles and characters of different areas, promoting the vitality of urban areas, recognising the intrinsic character and beauty of the countryside and support thriving rural communities.

On Specific issues it advises:

Promoting sustainable transport

- Safe and suitable access to the site can be achieved for all people
- Development should be located and designed (where practical) to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities.
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians
- Consider the needs of people with disabilities by all modes of transport.

Delivering a Wide choice of High Quality Homes

- Housing applications should be considered in the context of the presumption in favour of sustainable development.
- LPA's should identify land for 5 years housing supply plus 5% (20% if there is a history of under delivery). In the absence of a 5 year supply housing policies should be considered to be out of date.
- deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities
- identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand

Require Good Design

- Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.
- Planning decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.

Conserving and enhancing the natural environment

- Encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value
- Aim to conserve and enhance biodiversity by taking opportunities to incorporate biodiversity in and around developments

This National Planning Policy Framework does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise. (NPPF para. 12)

Consultations:

Consultation reply	Assessment of Head of Regulatory Services
<p>Highway Authority: No objection, subject to conditions</p> <p><u>Transport Sustainability</u> The lack of an hourly bus service in Frisby reduces the transport sustainability of the village. The 2 hourly 128 service does run through the village however, with bus stops within a 400m walk from the site. The site is also within walking distance of a number of other village amenities including a school, shop/ post office, church and public house and village hall.</p> <p><u>Site Access</u></p>	<p>There are considered to be no grounds to resist permission based on highways issues.</p> <p>The application is in outline with all matters reserved except access.</p> <p>The indicative layout plan shows a single point of access from Water Lane. Full details of this access have been provided.</p> <p>The Highway Authority has no objection to the proposed access onto Water Lane and the details are considered to be acceptable .</p>

Access to the site is proposed off Water Lane. The Applicant has provided site access drawing ref: 22188_08_010_01, which shows a 4.8m wide access road with visibility splays of 43m either side of the access. While the access is located just outside of the 30mph speed limit, on a national speed limit road, the level crossing and bend to the north of the site act as a traffic calming feature to slow down vehicles on the approach to the access. Measured 85th percentile speeds over 7 days are 25.0mph southbound and 26.0mph northbound. Based on the recorded vehicle speeds, the CHA is satisfied that the visibility splays are appropriate.

Off-Site Implications

The submitted Transport Statement has assessed the likely impact for up to 30 dwellings.

The CHA has studied the submitted TRICS data and consider that while this is lower than the other two recent application sites within the village (16/00491/OUT & 16/00704/OUT), even if the trip rates were calculated using figures from these applications, there would not be a significant increase in vehicle movements to and from the site.

The 5 year Personal Injury Collisions (PIC) history between 1st January 2011 and 8th September 2016 has been studied for the highway network within the village. While a plan highlighting the actual study area has not been submitted, there is only one recorded PIC (slight) within the village, which occurred in 2012 on Rotherby Lane.

Trip distribution has been provided for the site access, with development traffic split based on the percentage of vehicles travelling in each direction through the village, along with a capacity assessment which indicated the junction would operate with sufficient spare capacity. During the PM peak hour, there would be approximately 9 additional trips to the south of the access and 8 to the north.

Based on the analysis above, the CHA is satisfied that the proposed number of dwellings would not cause a 'severe' impact on the surrounding highway network.

Internal Layout

As the internal layout of the site is not to be determined as part of this application, the residential road layout and parking arrangements have not been checked in detail. The road layouts shown on the submitted Site layout plan would however not conform to an adoptable standard.

It is noted that the applicants are proposing a 16

<p>space car park for the village hall to assist in alleviating parking issues on Water Lane while it is in use. The CHA would not adopt the proposed car park or access drive and the applicant should consider who will take on the future ownership and maintenance of the area. The CHA would, however support the provision of a car park to assist in alleviating parking issues, subject to it being designed in accordance with the 6C's Design Guide. Should the car-park and its access drive be provided at the end of a residential road, a turning head would be required at the end of the adoptable highway, prior to the car-park access.</p>	
<p>Network Rail - Concerns to be addressed</p> <p>The safety of railway level crossings and crossing users is of paramount importance to us and we would have concerns regarding any development that would result in an increase in crossing use and impact the risk associated with use of a crossing. In this instance, the site entrance is only approximately 20 metres from the railway crossing on Water Lane. Whilst the Transport Statement indicates an increase in use of 7-8 vehicles during AM/PM peak times, we have concerns regarding the visibility of the site entrance in relation to the crossing approaches from both directions, visibility of the crossing from the site itself for residents and visitors. Furthermore, we have concerns that vehicles arriving at the site from the direction of the crossing may cause queueing back if they have to wait to turn into the site, which given the short distance from the crossing would only need a queue of a few vehicles before the crossing became blocked.</p> <p>In order to mitigate against these issues, we require the following measures from the developer. Firstly, that the site entrance is moved as far from the crossing as possible.</p> <p>Need for provision of physical measures (see developer contribution section below)</p>	<p>The safety of the crossing is a significant consideration .</p> <p>The applicants can provide all of the physical safety measures which Network Rail has requested. These are warning signs, “keep clear “ painted on the road and providing all residents with safety leaflets.</p> <p>The existing field access ,which generates some vehicle movements at present, is about 20 metres from the crossing .</p> <p>If the access was sited as far from the crossing as possible ,as requested by Network Rail , it would be about 55 metres from the crossing . In order to provide adequate visibility splays the access is proposed to be situated in the centre of the Water Lane frontage ,about 40 metres from the crossing.</p> <p>An access in this location would ensure that the safety of road users on Water Lane was not compromised, which in turn would allow the crossing to continue to operate safely .</p> <p>An access at the southern extremity of the site's frontage to fully satisfy Network Rail ,would not be safe in highways terms, with seriously sub-standard visibility towards the village .</p> <p>In this instance, the location of the access 15 metres from the optimum position required by Network Rail is considered to be reasonable.</p>
<p>LCC Archaeology - No objection, subject to conditions securing mitigation.</p> <p>Recommend that any planning permission be granted subject to the following planning conditions, to safeguard any important archaeological remains potentially present;</p> <p>1. No development shall take place until a programme of archaeological work, informed by</p>	<p>Noted, the safeguarding of any important archaeological remains potentially present can be secured by means of a condition.</p>

<p>with an initial phase of trial trenching, has been detailed within a Written Scheme of Investigation, submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:</p> <ul style="list-style-type: none"> • The programme and methodology of site investigation and recording (including the initial trial trenching, assessment of results and preparation of an appropriate mitigation scheme) • The programme for post-investigation assessment • Provision to be made for analysis of the site investigation and recording • Provision to be made for publication and dissemination of the analysis and records of the site investigation • Provision to be made for archive deposition of the analysis and records of the site investigation • Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation. <p>2. No demolition/development shall take place other than in accordance with the Written Scheme of Investigation approved under condition (1).</p> <p>3. The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (1) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.</p> <p>Reason: To ensure satisfactory archaeological investigation and recording.</p> <p>The Written Scheme of Investigation (WSI) must be prepared by an archaeological contractor acceptable to the Planning Authority. To demonstrate that the implementation of this written scheme of investigation has been secured the applicant must provide a signed contract or similar legal agreement between themselves and their approved archaeological contractor.</p> <p>The Historic and Natural Environment Team, as advisors to the planning authority, will monitor the archaeological work is undertaken to the satisfaction of the planning authority.</p>	
<p>LCC Ecology – No objection, subject to conditions securing mitigation.</p>	<p>The Ecology report has been independently assessed and raises no objection from the</p>

<p>The ecology survey submitted in support of the application (Ramm Sanderson, July 2016) indicates that the site comprises mainly species-poor grassland, which does not meet Local Wildlife Site Criteria.</p> <p>No protected species were recorded on site and the site was generally considered to have a low potential to support protected species.</p> <p>We welcome the proposed development layout.</p> <p>In summary, we have no objection to this development, provided that the following is incorporated into condition(s) of the development:</p> <ul style="list-style-type: none"> - Layout in general accordance with the Illustrative Masterplan (Rev C). Any amendments should retain buffers to existing hedgerows. -Development to proceed in accordance with the recommendations in the ecological report. - A Precautionary Method of Works with regard to great crested newts to be submitted in support of the reserved matters application. - Ecological surveys are only considered to be valid for a period of 2 years. An updated should therefore be submitted either in support of the reserved matters application, or prior to the commencement of the development, whichever is soonest after June 2018 (2 years since original survey). 	<p>County Council Ecologist, subject to mitigation as proposed.</p> <p>Note that the layout is only indicative. Ecological matters can be addressed at reserved matters stage if outline permission is granted.</p>
<p>Environment Agency</p> <p>Following a review of the planning application, the Environment Agency considers this site to be a low priority, where our standing advice applies and have no comments to make.</p> <p>As you may be aware, from 15 April 2015 the Lead Local Flood Authorities (LLFA) became a statutory consultee, when considering planning applications for major developments. Therefore Melton Borough Council should consult Leicestershire County Council in their role as LLFA on the management of surface water.</p>	<p>The comments of the LLFA are reported below.</p>
<p>Lead Local Flood Authority:</p> <p>No objection subject to conditions:</p> <p><u>Lead Local Flood Authority</u></p> <p>The proposed development will be acceptable if the following planning conditions are attached to any permission granted.</p> <p>1. <u>Advice - Surface Water (Condition)</u></p> <p>No development approved by this planning permission shall take place until such time as a surface water drainage scheme has been submitted to, and approved in writing by, the local planning</p>	<p>Noted</p> <p>The application is accompanied by a Flood Risk assessment incorporating a Drainage Strategy.</p> <p>The Environment Agency's Flood Maps for planning do show the northern half of the site to be within Flood Zone 2. It should be noted the EA's Flood Maps are not based on detailed topographical level information. The applicants</p>

<p>authority.</p> <p>The scheme shall include the utilisation of holding sustainable drainage techniques with the incorporation of sufficient treatment trains to maintain or improve the existing water quality; the limitation of surface water run-off to equivalent greenfield rates; the ability to accommodate surface water run-off on-site up to the critical 1 in 100 year event plus an appropriate allowance for climate change, based upon the submission of drainage calculations; and the responsibility for the future maintenance of drainage features.</p> <p>The scheme shall be fully implemented and subsequently maintained, in accordance with the timing and phasing arrangements embodied within the scheme or within any other period as may subsequently be agreed, in writing, by the local planning authority.</p> <p>Full details for the drainage proposal should be supplied, including but not limited to, headwall details, pipe protection details (e.g. trash screens), long sections and full model scenario's for the 1 in 1, 1 in 30 and 1 in 100 year + climate change. Where discharging to a sewer, this should be modelled as surcharged for all events above the 1 in 30 year, to account for the design standards of the public sewers.</p> <p>Reason To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site.</p> <p>2. <u>Advice – Construction Surface Water Management Plan (Condition)</u></p> <p>No development approved by this planning permission shall take place until such time as details in relation to the management of surface water on site during construction of the development has been submitted to, and approved in writing by, the Local Planning Authority.</p> <p>Details should demonstrate how surface water will be managed on site to prevent an increase in flood risk during the various construction stages of development from initial site works through to completion. This shall include temporary attenuation, additional treatment, controls, maintenance and protection. Details regarding the protection of any proposed infiltration areas should also be provided.</p> <p>Reason To prevent an increase in flood risk, maintain the existing surface water runoff quality and to prevent damage to the final surface water management systems though the entire</p>	<p>have used and submitted a modelling exercise undertaken by CH2mHill in May 2015 (River Wreake and Tributaries Model) which provides more detailed flood level information . This shows that the whole site can be designated as Flood Zone 1 with no part of the site shown to be within Flood Zone 2.</p> <p>On this basis the sequential test would no longer be applicable as the site is designated as Flood Zone 1 and therefore the proposed development is acceptable in accordance with the requirements of the NPPF (paragraphs 100 – 104).</p> <p>Available surface water flood maps do show some possible risk to the site from surface water flooding. Following discussions with the LLFA at pre-application stage the applicants agreed the provision of a swale along the northern boundary and finished floor levels being raised to 300mm above all flood levels, which should mitigate any impact from the surface water to the proposed development. This approach was agreed with the LLFA.</p> <p>The application seeks outline consent and conditions can be imposed to ensure appropriate drainage methods are incorporated within the reserved matters application. Details of future maintenance are also needed.</p>
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<p>development construction phase.</p> <p>3. <u>SuDS Maintenance Plan & Schedule</u> No development, approved by this planning permission, shall take place until such time as details, in relation to the long term maintenance of the sustainable surface water drainage system on the development, have been submitted to, and approved in writing by, the Local Planning Authority. Details of the SuDS Maintenance Plan should include for routine maintenance, remedial actions and monitoring of the separate elements of the system, and should also include procedures that must be implemented in the event of pollution incidents within the development site.</p> <p>Reason To establish a suitable maintenance regime, that may be monitored over time; that will ensure the long term performance, both in terms of flood risk and water quality, of the sustainable drainage system within the proposed development</p> <p>Note The LLFA note that a sizable area in the south of the site (approximately 0.3Ha), which has no current surface water flood risk, has not been utilised for the siting of houses nor any reason given for its discounting from this process. It is acknowledged that the alteration of land levels and the provision of a swale and green corridor will reduce surface water flood risk for the site areas currently at-risk in which houses are proposed, without increasing off-site risk. However, it is recommended that siting is treated sequentially with areas at least current risk prioritised, in accordance with the principles of paragraph 19 of the PPG, before at-risk areas are utilised. The LLFA will expect this to be reviewed within the submission of any reserved matters that consider the proposed layout or surface water drainage.</p>	
<p>Severn Trent Water Authority:</p> <p>With reference to the above planning application the Company's observations regarding sewerage are as follows.</p> <p>I confirm that Severn Trent Water Ltd has No Objection to the proposal subject to the inclusion of the following condition.</p> <p>Condition The development hereby permitted shall not commence until drainage plans for the disposal of surface water and foul sewage have been 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.</p>	<p>Noted.</p> <p>Drainage conditions can be added to the decision notice.</p>

MBC Environmental Health - Noise

Planning guidance on the noise exposure hierarchy is qualitative and deliberately open. It does not specify what assessment method should be used to determine the effect level but does permit reference to existing noise standards/guidance such as BS 8233:2014. However, planning guidance makes no direct association between internal noise level within BS 8233: 2014 and the noise exposure hierarchy with the NPSE.

BS 8233: 2014 provides universal quantitative thresholds in terms of 16hr (day) and 8hr (night) noise average. It isn't always a good indicator for high energy, short duration nuisance type noise that would be 'averaged out'. Arguably, rail noise along with aircraft noise are the two most singular loudest noise events likely to be experienced by residents. A noise average level is unlikely to accurately reflect real-world experienced. BS 8233: 2014 it is a generic tool and shouldn't be considered in isolation in such circumstances.

The difference between the monitored noise level and modelled noise level is out at ST2 between 12.1dB to 20.6dB. This is perhaps not unsurprising given the short duration of measurement. 15 minutes is scarcely sufficient to validate a model. Nonetheless, the model has been considered verified.

The night-time noise averages are greater than the day-time noise averages. This is a rather unorthodox; in the vast majority of situations day-time noise levels would exceed night-time noise levels. Indeed, looking at the isopleths in SK03 & SK04 noise levels to the north of the railway are lower at night but curiously are greater to the south. No explanation has been given.

An existing building located between the railway and Waterstone Lane to the north of the site has been attributed sound barrier qualities. However, looking on Google Maps, the building is nothing more than a holed shack. From the street view, there is direct line of sight through the structure in one place. The attenuation value of this structure is questionable.

There is a significant exceedance of the night-time LAmax noise criteria in table 5.3. This point has been largely glossed over. Predicted single event noise levels at the façade of the nearest proposed dwelling (R01) is a staggering 94dB and 64dB with all windows/doors closed when using typical double glazing. This is undoubtedly from a passing train.

It is not desirable to develop this site in public health terms.

It is a case where the planning authority will need to balance the benefits of development against public health constraints. If permission is granted, significantly more information would be needed in terms of an acoustic mitigation scheme.

Environmental Health have criticised some aspects of the information submitted by the applicants, but consider the overall findings to be reasonable, albeit this site is next to a railway line.

It should be noted that the very low density and capacity for a generous layout provides some flexibility for housing to be sited away from the railway line.

Environmental Health recommends a conditional approval. As the application is outline only and the final site layout has yet to be confirmed, further details of the mitigation scheme will be required at reserved matters.

It is likely that contamination and noise can be controlled and further investigated through condition of any approval given, and there is therefore no objection to the proposal on land contamination or noise issues.

Predicted day-time external noise levels have been shown to fall within noise criteria. However, they are significantly lower than those predicted at the facades. Clearly some form of attenuation has been factored in but no account of this mitigation has been put forward. There are no calculations, not even an isopleth diagram. Where noise modelling software has been used, one would expect an isopleth diagram with the proposed dwelling in situ.

The glazing and ventilation strategy is scarcely a strategy at all. SK05 just identifies the calculated average façade sound reduction necessary to bring each dwelling within noise criteria. This is to be achieved using enhanced glazing and alternative ventilation. The most exposed dwellings require a reduction of Rw 50dB. By comparison standard double glazing (windows closed) would achieve circa 30dB.

The results provided in the report are the product of a computer model. Whilst there are advantages to this method, there are disadvantages in that the statutory consultees to the planning process are unable to replicate the results through calculation. The results can only be taken on face value and require a significant leap of faith. This is a disbenefit to the peer-review approach of the planning system. With this in mind, there are a number of issues/irregularities identified above that need clarification.

Nonetheless, using the consultant's findings, the calculated composite façade sound reductions should provide sufficient attenuation to bring the interior spaces within BS 8233: 2014 noise criteria. An average facade sound reduction of 50dB is a tall order but is possible with acoustic glazing & secondary glazing and a ducted ventilation system. However it is unlikely that ducted ventilation/trickle vents will provide sufficient ventilation in all circumstances, not least the regulation of thermal comfort during the summer months. The provision of ventilation needs to be considered and in this regard I refer to building control Approved Document F (ADF). The ADF assumes that windows will be opened for purge ventilation and recognises that this will include thermal regulation. It is unavoidable therefore that when windows are opened for purge ventilation, noise exposure will significantly increase. As continuous 'whole dwelling ventilation' rates will need to be achieved on the presumption of windows being closed, the Local Planning Authority may wish to draw this issue to the attention of the Building Control regulator.

How BS 8233: 2014 external noise criteria has

<p>been achieved is unknown. This is information needs to be forthcoming in a mitigation scheme. Nonetheless it is possible to bring average external day-time noise levels within noise criteria with appropriate mitigation. Given that the land appears to slope down from the railway line, the heights of fencing would need to be carefully justified to ensure they provide intended screening. BS 8233: 2014 does not provide for external maximum noise level criteria.</p> <p>Taking a common-sense perspective, this is a development next to a 24 hour railway on which trains pass at speed. The Local Planning Authority should be under no illusion that train noise will be very audible, particularly in the external environment. It is not desirable to develop this site in public health terms. The Local Planning Authority will need to balance the benefits of development against public health constraints. If permission is granted, significantly more information would be needed in terms of an acoustic mitigation scheme including façade specifications based upon exterior to interior transmission calculations. I would also advise the development is subject to post-development validation of installed materials.</p> <p>‘No development shall take place until an acoustic mitigation scheme has been submitted to and approved by the Local Planning Authority. The scheme must include the final site plan and façade acoustic specifications. The acoustic mitigation scheme shall also include a copy of the approved ventilation scheme wherein ‘whole dwelling ventilation’ must be achieved on the presumption of windows being closed. The approved scheme shall be completed prior to the first occupation of the development and shall be retained thereafter.</p> <p>The submitted scheme shall have regards to the recommendations set-out in noise assessment A100993, dated 13 December 2016, as prepared by WYG in support of this planning application.’</p>	
<p>Police</p> <p>Comments are based upon the Secured By Design (SBD) criteria and NPPF paragraph 58.</p> <p>Detailed comments relating to width of footpaths, car parking and natural surveillance</p> <p>I would recommend that these homes are built to the highest levels of security and that Secured by Design should be considered.</p>	<p>Noted</p> <p>All of these matters can be addressed when details of layout and design are produced.</p>
<p>Frisby Parish Council: Objects</p> <p>In response to planning application Reference</p>	<p>Noted</p>

<p>16/00740/out, a Public meeting was organised by the Parish Council on the 9th November 2016. The Chairman of the Parish Council invited a villager living adjacent to the site to give a presentation regarding the development of the site to the west of Water Lane. This was resourced by background information from the Melton Borough Council website and local knowledge. A discussion session followed and all present were invited to express their views.</p> <p>A controlled paper ballot was then completed by the PC to ascertain the views of all attendees with an option to support or oppose the application. With the exception of one vote there was an overall majority vote to oppose the application. The decision by the Parish Council to oppose this application was taken after considering the public opinions stated at Parish and Village meetings and comments on both the Melton Borough Council Planning Website and comments received by Frisby Parish Council.</p> <p>The Parish Council opposes the application on the following grounds:-</p> <p>The site has problems in regards to access to the site. The visual splays to the site do not appear to the statutory requirements for new access roads meeting existing roads. It would make it incredibly dangerous to have much increased traffic volumes using a "blind" access point. The site is very close to the level crossing and there is a danger of traffic queueing to turn right into the site and getting stuck on the level crossing.</p> <p>Water Lane is in effect a single track road due to the high levels of parking on the road. This development would only make this situation worse. The developer is proposing a car park for the village hall but this would in no way mitigate the increase in traffic along Water Lane. The issue of parked cars on Water Lane is present throughout the day.</p> <p>Part of the site is the highest risk category for surface water flooding and is 'essential washland' helping drainage away from these areas. Many of the properties on Water Lane have already faced difficulty in obtaining insurance due to the potential flooding risk. This development can only exacerbate this.</p> <p>The recent MBC SHLAA report highlighted the noise from the train line that would require mitigation.</p>	<p>The Highway Authority is satisfied that the visibility splays are appropriate. The relationship between the site and the level crossing are discussed in detail above.</p> <p>Noted. The Highway Authority consider that Water Lane can accommodate this development.</p> <p>The applicant has satisfied the LLFA and this Authority that any harm can be satisfactorily mitigated (see comments of LLFA and analysis above – detailed site investigations have shown that the site is not at Flood Risk)</p> <p>See Environmental Health comments above. It is agreed that mitigation would be needed and a condition to this effect can be imposed.</p>
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<p>The site borders the conservation area.</p>	<p>It is considered that the proposal would have no adverse impact upon either the character or appearance of the conservation area.</p>
<p>Hoby with Rotherby Parish Council (adjacent parish) :Objects</p> <p>The Parish Council has been observing with increasing alarm the number of planning applications being submitted for the village of Frisby on the Wreake.</p> <p>The concern of the Council has been heightened by this latest application at Water Lane, Frisby on the Wreake.</p> <p>Parish Cllrs. are in particular troubled by the lack of consideration to any improvement to the infrastructure in the village. In this case roads, and little or no identification for how traffic would be encouraged to use the A607.</p> <ul style="list-style-type: none"> • Firstly Gaddesby Lane is just that a Lane and would require alteration to it to improve access to the A607. • That cross roads has a history of being dangerous and encouraging more traffic to this junction with no alteration is unsafe. • Quite recently a motorcyclist was killed at this crossroads and the other week the bus stop was run into and destroyed. If people had been waiting at the stop more fatalities no doubt would have occurred. • With poor access to the A607 traffic will go a ‘safer’ way. Most likely to Rotherby Top (not through the village). This junction is on a bend and not much safer (if at all). At peak times people take risks to get on to the A607 and this part of the road is subject to the same risks as at Frisby Top. • Another concern for us particularly from the Water Lane development is that this traffic may not use the A607 at all. But head towards Leicester through Hoby village, which is already busy at peak times, being used as a ‘back route’ to the A46. • For those travelling to Nottingham they would turn up to Ragdale and increase traffic through that village to get to the A46. • The turn to Ragdale at Hoby with more traffic on it would increase the possibility of an accident with more traffic turning right. Attention to the current priorities of that road would need to be looked at. • Cllrs. don’t believe the fragility of our 	<p>Noted</p> <p>The concerns of the Parish Council are appreciated and understood. Similar concerns were raised in representations when the Great Lane,,Frisby application (16/00491/OUT) was determined recently. At that time this committee also explored the possibility of improvements being provided to pedestrian safety.</p> <p>Applications in the village continue to be carefully scrutinised by the Highway Authority. In this case they have specifically considered the cumulative impact of the development of this site together with the Great Lane and Leicester Road (16/00704/OUT) sites and have no objection to the proposal . See Highways comments above.</p>

<p>network of small lanes to a cumulative increase in traffic is being considered by this application or any of the others currently being made at Frisby and Asfordby. This must be considered seriously by Highways and MBC, with a need for a serious piece of work relating to cumulative impact on our network of small country roads and lanes, already at a high capacity of usage at peak times in Hoby and Ragdale.</p> <p>Consequently the Parish Council wish to strongly object to this planning application and by definition to those previously received at Frisby by MBC until serious consideration of overall impact to our roads is provided, which Hoby with Rotherby Parish Council currently see know acceptable evidence of at this time.</p> <p>Finally the Parish Council is undergoing a NDP and transport and traffic will be a part of the plan and will feature in a questionnaire which will go out to the residents of Hoby, Rotherby, Ragdale and Brooksby early in 2017. The uncertainty of what the implications and impact might be on our communities if these applications go ahead is proving to be very unhelpful and we look to MBC to address this concern as a matter of urgency.</p>	<p>See Planning Policy section below for comments on the Neighbourhood Plan.</p>
<p>Developer Contributions: s106</p> <p>Highways:</p> <p>Travel Packs; to inform new residents from first occupation what sustainable travel choices are in the surrounding area (can be supplied by LCC at £52.85 per pack).</p> <p>6 month bus passes (2 application forms to be included in Travel Packs and funded by the developer); to encourage new residents to use bus services, to establish changes in travel behaviour from first occupation and promote usage of sustainable travel modes other than the car (can be supplied through LCC at (average) £360 per pass</p> <p>Provision of a pole and flag at bus stop ID 23272 - £150</p> <p>Vehicle routing agreement.</p>	<p>S106 payments are governed by Regulation 122 of the CIL Regulations and require them to be necessary to allow the development to proceed, related to the development, to be for planning purposes, and reasonable in all other respects.</p> <p>Noted</p> <p>This can be provided with a condition rather than S106</p>

This contribution would be used to accommodate the capacity issues created by the proposed development by improving, remodelling or enhancing existing facilities at Frisby C of E Primary School.

The contribution would be spent within five years of receipt of final payment.

A contribution of £87,112 is requested for this sector

Secondary

For 11 to 16 education in Melton Mowbray there is one single catchment area to allow parents greater choice for secondary education.

There are two 11-16 secondary schools in Melton Mowbray, these are The Long Field School and John Ferneley College.

The schools have a total net capacity of 1900 and a total of 1980 pupils are projected on roll should this development proceed; a deficit of 80 pupil places.

There are currently 7 pupil places in this sector being funded from S106 agreements for other developments in this area to be discounted. This reduces the deficit at these schools to 73 pupil places (of which 67 are existing and 6 are created by this development). A claim for an education contribution in this sector is therefore justified.

In order to provide the additional 11-16 school places anticipated by the proposed development, the County Council requests a contribution for the 11-16 school sector of £89,559.61. Based on the table above, this is calculated the number of deficit places created by the development (5.01) multiplied by the DFE cost multiplier in the table above (£17,876.17) which equals £89,559.61.

This contribution would be used to accommodate the capacity issues created by the proposed development by improving, remodelling or enhancing existing facilities at The Long Field and John Ferneley College.

The contribution would be spent within 5 years of receipt of final payment.

An education contribution of £89,559 is requested for this sector.

Post 16

This site falls within the catchment area of Melton

<p>Vale Post 16 Centre. The College has a net capacity of 640 and 448 pupils are projected on roll should this development proceed; a surplus of 192 pupil places after taking into account the 1 pupil generated by this development.</p> <p>An education contribution is not requested for this sector.</p> <p>Special Schools</p> <p>As this development is less than 250 houses with two or bedrooms a claim for a Special School contribution will not be made.</p> <p>Network Rail</p> <p>The response from Network Rail includes a request that if permission is granted various mitigation measures are provided. These would need to be included in a section 106 agreement.</p> <p>Signage – provision of warning signs at the junction between the development and Water Lane</p> <p>Signage – “Keep Clear” signage painted on the road outside the site entrance to allow unimpeded access to and from the site to avoid queuing back over the rail crossing .</p> <p>Information packs – that level crossing safety leaflets are included in the information/welcome packs provided to the new homeowners</p>	<p>Noted – these can be incorporated into Section 106 agreement.</p>
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Representations:

A site notice was posted and neighbouring properties notified. As a result **55 letters of objection have been received, along with 3 letters of support;** the representations are summarised below:

Representations	Assessment of Head of Regulatory Services
<p>Impact upon Highway Safety & Transportation</p> <p>Local roads can not accommodate the proposal which will exacerbate existing problems of congestion and queuing in and around the village ,particularly at peak times.</p> <p>Adverse impact upon highway safety ,including increasing hazards for cyclists and pedestrians.</p> <p>Narrow footpaths ,so additional traffic would be dangerous for pedestrians.</p> <p>Dangerous accesses from the village onto the A607 Leicester /Melton Road.</p> <p>Will exacerbate existing parking problems in the village, especially on Water Lane where existing</p>	<p>It has been demonstrated that the development would not have a severe impact upon either highway safety or the capacity of the local highway network.</p>

<p>properties have limited off-road parking .</p> <p>Close proximity of access to level crossing could be dangerous .</p> <p>Consider that access and visibility splays are inadequate. In support of this detailed photographs have been supplied (to e presented to the Committee) that demonstrate the visibility available from the location of the access to be less than stated by the applicant, and less that acceptable by the Highway Authority. A engineers report has also been submitted questioning the methodology employed for the speed survey and the achievability of the sightlines stated on the plans.</p> <p>Question the validity of the traffic assessment and that the level crossing was closed at the time.</p> <p>Adverse impact of traffic noise and fumes on existing residents</p> <p>Site is not accessible for pedestrians and too far to walk to facilities in the village.</p>	<p>Noted, please see assessment above.</p> <p>The Highway Authority consider that they are satisfactory . The recent submissions (7/3/2017) described opposite has been presented to the Highways Authority and their comments on this analysis will be reported to the Committee.</p> <p>The application indicates that the survey was undertaken over a 7 day period from 22nd September 2016 to 28th September 2016 and collected a weekday average of 772 daily traffic movements (378 northbound and 394 southbound). Best practice advises that a minimum sample of 200 movements should be used in order to obtain speed readings and therefore the survey is considered to be robust. The quantity of traffic movements indicate that the level crossing was not closed to traffic movements when the survey was undertaken.</p> <p>The assessment has been produced in accordance with a recognised methodology and has been scrutinised by the Highway Authority.</p> <p>There may be some impact, ,but there is no evidence that it would be so severe that mitigation would be necessary .</p> <p>The site is reasonably well related to the village and it is possible to walk from the site to a range of facilities.</p> <p>The Highway Authority raises no objections to the development and associated access , subject to conditions. See assessment above.</p>
<p>Facilities</p> <p>Village amenities are not sufficient to meet the needs of this development . In particular the school and local medical practice are at capacity.</p> <p>Note that the bus service is poor.</p>	<p>Frisby on the Wreake has a limited range of facilities and good access to transport choice into Melton Mowbray.</p> <p>There is capacity for the local school to accommodate this growth and the additional population would help to sustain existing services.</p> <p>There are local bus services and additional development may help to sustain them.</p>

<p>Question whether new housing helps to sustain local facilities .</p>	<p>It is considered that it does bring benefits in terms of support to local facilities and generation of housing supply and choice, including meeting local needs.</p>
<p>Need for the Housing and Process for Determining this application</p> <p>Question the need for the houses and the development of this site.</p> <p>Need to consider the development of all three possible housing sites in Frisby on the Wreake. Should not make a decision on any individual site in advance of the Borough's Local Plan and Frisby's Neighbourhood Plan . Development of all three sites would overwhelm the village.</p> <p>Would accept 78 dwellings proposed in draft Local Plan, but not total numbers on all three sites.</p> <p>Prefer the development of other sites in the village. This view supported by a village survey in 2016.</p> <p>In this case should not consider each site on its own merits.</p>	<p>The need for new housing is well established and was reconfirmed by the Borough Council's Housing Needs Study which was published in August 2016.</p> <p>Each application must be considered on its own merits .</p> <p>The site is a greenfield site where there is no presumption in favour of development however the harm attributed by the development are required to be considered against the benefits of allowing the development in this location.</p> <p>The planning authority must consider all applications which are submitted for determination. This will be on the basis of the merits of the application having regard to the development plan and all other material planning considerations .It is not reasonable to defer these decisions pending the production of planning policies.</p> <p>The Neighbourhood Plan is not yet at a stage that can form the basis for decision making so can be given little weight. The status of this Plan and the emerging Local Plan are assessed below.</p>
<p>Drainage</p> <p>The development is within flood zone 2 and includes essential washland.</p> <p>The application has not been subject to a sequential test.</p> <p>Question the support of the LLFA when half of the site is within flood zone 2.</p> <p>Would exacerbate existing flooding problems</p>	<p>The LLFA have assessed the applicant's flood risk assessment and confirmed that the development would be acceptable subject to conditions.</p> <p>There is evidence that the applicants have worked with the LLFA to address flood risk. This indicates that the site is within flood zone 1.</p>

<p>Character of the area</p> <p>This scale of development on this site would have an adverse impact upon the character of the village, including the conservation area, which abuts part of the site.</p>	<p>While the site is countryside, it relates well to the village .It is contained between existing housing and the railway line ,separate and different from the fields to the north ,beyond the railway line.</p> <p>The proposed low density development would suit this particular urban fringe location and help to minimise impact upon the appearance and character of the area.</p>
<p>Heritage</p> <p>Development would result in harm to earthworks and loss of ridge and furrow features.</p> <p>Impact upon conservation area.</p>	<p>There would be a loss of two ridge and furrow fields. The County Archaeologist has assessed the proposal and raised no objection subject to conditions.</p> <p>The site is some distance and is physically separated from the conservation area by intervening buildings, and would have no impact upon its character and appearance.</p>
<p>Ecology and Wildlife</p> <p>Proposal would have an adverse impact upon wildlife, including the nearby SSSI at Frisby Marsh.</p>	<p>The County Ecologist has no objection to the proposal subject to mitigation.</p> <p>The Frisby Marsh SSSI is more than 400m to the west of the application site. It is referred to in the applicant's ecology report. There is no evidence that it would be adversely affected by this development .</p>
<p>Letters of support</p>	
<p>The development would have a positive impact upon the village, helping to sustain existing facilities.</p> <p>It has easy access onto the A607, with much traffic not having to drive through the village.</p> <p>Good pedestrian links to the village.</p> <p>The fields which would be developed are in agricultural use and are not used for walking and the site is not open to many views.</p> <p>Considered to be the best site for new housing.</p>	<p>Noted.</p>

Other Material Considerations not raised through representations:

Consideration	Assessment of Head of Regulatory Services
<p>Housing type</p> <p>The configuration and mix of housing.</p>	<p>Housing Mix:</p> <p>Although in outline, the application would provide a range of house types and sizes to meet local needs.</p>

	<p>Affordable Housing</p> <p>The application proposes up to 20 affordable units, details of which would follow at reserved matters stage.</p> <p>This equates to 40%, which is in accordance with the saved policy, but exceeds the 37% which is identified by the most up to date evidence (the SHMA 2014 and Housing needs Study 2016)</p>
<p>Planning Policy</p>	<p>The application is required in law to be considered against the Local Plan and other material considerations. The proposal is contrary to the local plan policy OS2 however as stated above the NPPF is a material consideration of some significance because of its commitment to boost housing growth.</p> <p>The 1999 Melton Local Plan is considered to be out of date and as such, under para. 215 of the NPPF can only be given limited weight.</p> <p>This means that the application must be considered under the ‘presumption in favour of sustainable development’ as set out in para 14 which requires harm to be balanced against benefits and refusal only where “any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole”.</p> <p>The NPPF advises that local housing policies will be considered out of date where the Council cannot demonstrate a 5 year land supply and where proposals promote sustainable development objectives it should be supported.</p> <p>The Council can demonstrate a five year land supply however this on its own is not considered to weigh in favour of approving development that is contrary to the local plan where harms are identified, such as being located in an unsustainable location. A recent appeal decision (APP/Y2430/W/16/3154683) in Harby made clear that ‘a supply of 5 years (or more) should not be regarded as maximum.’ Therefore any development for housing must be taken as a whole with an assessment of other factors such as access, landscape and other factors...”</p> <p>The site is a greenfield site. It also lies within open countryside being located outside of the village of Frisby on the Wreake. However the harm attributed by the development are required to be considered against the benefits of allowing the development in this location. The provision of affordable units with the house types that meet the identified housing needs is considered to offer some benefit, along with the promoting housing</p>

	<p>growth.</p> <p>The proposal would provide both market and affordable housing in the Borough and would contribute to land supply. There would be some impact upon the appearance of the area and technical matters which require mitigation. The form of development is considered be acceptable and the benefits of the proposal outweigh these concerns. It is therefore considered to be in accordance with the core planning principles of the NPPF.</p>
<p>The (new) Melton Local Plan – Pre submission version.</p> <p>The Pre Submission version of the Local Plan was agreed by the Council on 20th October and was subject to consultation which ended on 16th December 2016. It is due to be reported to Council later this month before formal submission.</p> <p>The NPPF advises that: From the day of publication, decision-takers may also give weight to relevant policies in emerging plans according to:</p> <ul style="list-style-type: none"> ● the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given); ● 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); and ● the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given). <p>The Pre Submission version of the Local Plan identifies Frisby on the Wreake as a ‘Rural Hub’, in respect of which, under Policy SS2, three sites and a reserve site are allocated for residential development in the village. Part of the application site is identified as FRIS2. Note that the application site includes an additional area of land to the west of the allocation, more than doubling the size of the allocated site.</p> <p>Policy FRIS2: states development at FRIS2 will be supported provided that : it is demonstrated by means of a noise assessment that noise from the railway to the north of the site can be adequately mitigated.</p> <p>local educational capacity is available, or can be created through developer contributions to meet</p>	<p>Whilst the Local Plan has it remains in preparation it can be afforded only limited weight.</p> <p>It is therefore considered that it can attract weight but this is quite limited at this stage.</p> <p>The proposal is in accordance with the emerging local plan in terms of its location (see applicable policy opposite) which it is considered adds to the issues that add weight in support of the proposal. The scale differs in that the plan is proposing 14 dwellings and this application relates to 30 dwellings.</p> <p>All of these matters have been satisfactorily addressed.</p>

<p>the needs of the site.</p> <p>flood mitigation measures have been put in place and the drainage infrastructure is available to accommodate the surface water from the site.</p> <p>Frisby Neighbourhood Plan</p> <p>The pre-submission plan was published for consultation on 6th February 2017. It has not yet reached the stage described in guidance as ‘well advanced’ which is following submission to the LPA as a ‘submission’ (final) document.</p>	<p>Whilst the Neighbourhood Plan has it remains in preparation it can be afforded only limited weight.</p> <p>National Planning Policy Guidance states that :</p> <p><i>a) the development proposed is so substantial, or its cumulative effect would be so significant, that to grant permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development that are central to an emerging Local Plan or Neighbourhood Planning; and</i></p> <p><i>b) the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area.”</i></p> <p><i>It goes on to advise that “ Refusal of planning permission on grounds of prematurity will seldom be justified where a draft Local Plan has yet to be submitted for examination, or in the case of a Neighbourhood Plan, before the end of the local planning authority publicity period”</i></p> <p><i>Where refusal of planning applications are made on the grounds of prematurity the authority needs to indicate clearly how planning permission would prejudice the outcome of the plan-making process.</i></p> <p>It is considered that the NP is not in the position to which the National Guidance advises ‘prematurity’ concerns can be applied, and therefore not considered that a refusal could be reasoned on the grounds of prematurity in light of the above factors.</p>
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Conclusion

It is considered that the application presents a balance of competing objectives and the Committee is invited to reconcile these in reaching its conclusion.

The Borough is not deficient in terms of housing land supply. The methodology used to demonstrate that there is a 5year supply has included sustainable sites, such as this, which have been scrutinised as part of the evidence supporting the new local plan.

Affordable housing provision remains of the Council’s key priorities. This application presents affordable housing that helps to meet identified local needs. Accordingly, the application represents a vehicle for the delivery of affordable housing of the appropriate quantity, in proportion with the development and of a type to support the housing need. Frisby on the Wreake is considered to be a sustainable location with a reasonable range of facilities and capacity to accommodate some growth. It is considered that there are material considerations **of significant weight in favour** of the application, and its partial alignment with the Pre-submission Local plan adds additional support.

The site is considered to perform reasonably well in terms of access to facilities and transport links, particularly to Melton Mowbray.

It is considered that balanced against the positive elements are the specific concerns raised in representations, particularly the development of the site from its green field state and the impact on the character of the rural village and approaches to it from the south .

In conclusion it is considered that, on the balance of the issues, there are significant benefits accruing from the proposal when assessed as required under the guidance in the NPPF in terms of housing supply and affordable housing in particular. The balancing issues – development of a green field site, landscape impact and limited sustainability – are considered to be of limited harm.

Applying the ‘test’ required by the NPPF that permission should be granted unless the impacts would “significantly and demonstrably” outweigh the benefits; it is considered that permission can be granted.

Recommendation: PERMIT, subject to:-

(a) The completion of an agreement under s 106 for the quantities set out in the above report to secure:

- (i) Contribution for the improvement of a civic amenity site
- (ii) Contribution to primary and secondary education
- (iii) Contribution to sustainable transport options
- (iv) Contribution to railway crossing safety measures
- (v) The provision of affordable housing, including the quantity, tenure, house type/size and occupation criteria to ensure they are provided to meet identified local needs

(b) The following conditions:

1. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission and the development to which this permission relates shall begin not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.
2. No development shall commence on the site until approval of the details of the "external appearance of the building(s) and landscaping of the site" (hereinafter called "the reserved matters") has been obtained from the Local Planning Authority.
3. The reserved matters as required by condition 2 above, shall provide for a mixed of types and sizes of dwellings that will meet the area's local market housing need.
4. No development shall start on site until samples of the materials to be used in the construction of the external surfaces of the buildings hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
5. A Landscape Management Plan, including a maintenance schedule and a written undertaking, including proposals for the long term management of landscape areas (other than small, privately occupied, domestic garden areas) shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any phase of the development, whichever is the sooner.
6. The approved landscape scheme (both hard and soft) shall be carried out before the occupation of the buildings or the completion of the development, whichever is the sooner; unless otherwise agreed in writing by the Local Planning Authority. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
7. No development approved by this planning permission shall take place until such time as a surface water drainage scheme has been submitted to, and approved in writing by, the local planning

authority.

The scheme shall include the utilisation of holding sustainable drainage techniques with the incorporation of sufficient treatment trains to maintain or improve the existing water quality; the limitation of surface water run-off to equivalent greenfield rates; the ability to accommodate surface water run-off on-site up to the critical 1 in 100 year event plus an appropriate allowance for climate change, based upon the submission of drainage calculations; and the responsibility for the future maintenance of drainage features.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing and phasing arrangements embodied within the scheme or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Full details for the drainage proposal should be supplied, including but not limited to, headwall details, pipe protection details (e.g. trash screens), long sections and full model scenario's for the 1 in 1, 1 in 30 and 1 in 100 year + climate change. Where discharging to a sewer, this should be modelled as surcharged for all events above the 1 in 30 year, to account for the design standards of the public sewers.

8. No development approved by this planning permission shall take place until such time as details in relation to the management of surface water on site during construction of the development has been submitted to, and approved in writing by, the Local Planning Authority.
Details should demonstrate how surface water will be managed on site to prevent an increase in flood risk during the various construction stages of development from initial site works through to completion. This shall include temporary attenuation, additional treatment, controls, maintenance and protection. Details regarding the protection of any proposed infiltration areas should also be provided.
9. No development, approved by this planning permission, shall take place until such time as details, in relation to the long term maintenance of the sustainable surface water drainage system on the development, have been submitted to, and approved in writing by, the Local Planning Authority.
Details of the SuDS Maintenance Plan should include for routine maintenance, remedial actions and monitoring of the separate elements of the system, and should also include procedures that must be implemented in the event of pollution incidents within the development site.
10. No development shall take place until a programme of archaeological work, informed by with an initial phase of trial trenching, has been detailed within a Written Scheme of Investigation, submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:
 - The programme and methodology of site investigation and recording (including the initial trial trenching, assessment of results and preparation of an appropriate mitigation scheme)
 - The programme for post-investigation assessment
 - Provision to be made for analysis of the site investigation and recording
 - Provision to be made for publication and dissemination of the analysis and records of the site investigation
 - Provision to be made for archive deposition of the analysis and records of the site investigation
 - Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.
11. No demolition/development shall take place other than in accordance with the Written Scheme of Investigation approved under condition (9).
12. The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (9) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.
13. The site shall be served by a single point of vehicular access as shown generally from Water Lane on the submitted detailed MEC Geomatics drawing 2218_06_170_01.1 ,the full details of which shall

first have been submitted to and approved by the LPA in consultation with the CHA before development commences. The approved junction shall then be provided fully in accordance with the approved plans before any dwelling hereby permitted is first occupied.

14. All details of the proposed development shall comply with the design standards of the Leicestershire County Council as contained in its current design standards document. Such details must include parking and turning facilities, access widths, gradients, surfacing, signing, lining and visibility splays and be submitted for approval by the local Planning Authority in consultation with the Highway Authority before development commences.
Note: Your attention is drawn to the requirement contained in the Highway Authority's current design guide to provide Traffic Calming measures within the new development.
15. Any existing vehicular access that currently serves the site from the public highway, shall be closed permanently and the existing vehicular crossings reinstated in accordance with a scheme that shall first have been submitted to and approved by the LPA within one month of the new access being brought into use.
16. No development shall commence on the site until such time as a construction traffic/site traffic management plan, including wheel cleansing facilities and vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details and timetable.
17. Before the development commences, details of the routing of construction traffic shall be submitted to and approved by the Local Planning Authority (LPA) in consultation with the Highway Authority. During the period of construction, all traffic to and from the site shall use the agreed route at all times.
18. All development to be in accordance with the GCN mitigation strategy.
19. All Works shall be in accordance with the recommendations of the Phase 1 Habitat Survey & Protected Species Assessment.
20. The Protected species surveys to be updated in support of the either the reserved matters application, or the commencement of works if either of these occurs after January 2018.(Protected species surveys should only be considered valid for a period of two years).
21. A management plan must be completed and submitted. This should include the areas of semi-natural vegetation required for GCN mitigation.
22. Before development commences an acoustic mitigation scheme shall be submitted to and approved by the Local Planning Authority. The scheme must include the final site plan and façade acoustic specifications. The acoustic mitigation scheme shall also include a copy of the approved ventilation scheme wherein 'whole dwelling ventilation' must be achieved on the presumption of windows being closed. The approved scheme shall be completed prior to the first occupation of the development and shall be retained thereafter.
23. The scheme submitted in accordance with condition 22 shall have regards to the recommendations set-out in noise assessment A100993, dated 13 December 2016, as prepared by WYG in support of this planning application

Reasons:

1. To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.
2. The application is in outline only.
3. To ensure that the housing needs of the borough are met.
4. To enable the Local Planning Authority to retain control over the external appearance as no details

have been submitted.

5. To ensure that due regard is paid to the continuing enhancement and preservation of amenity afforded by landscape areas of communal, public, nature conservation or historical significance.
6. To provide a reasonable period for the replacement of any planting.
7. To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site.
8. To prevent an increase in flood risk, maintain the existing surface water runoff quality and to prevent damage to the final surface water management systems through the entire development construction phase.
9. To establish a suitable maintenance regime, that may be monitored over time; that will ensure the long term performance, both in terms of flood risk and water quality, of the sustainable drainage system within the proposed development
10. To ensure satisfactory archaeological investigation and recording
11. To ensure satisfactory archaeological investigation and recording
12. To ensure satisfactory archaeological investigation and recording
13. to 14 : To ensure a satisfactory form of development and in the interests of highway safety.
- 15 To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard to road users, and to ensure that construction traffic/site traffic associated with the development does not lead to on-street parking problems in the area.
16. To ensure that construction traffic associated with the development does not use unsatisfactory roads to and from the site.
- 18 to 21. To ensure satisfactory provision is maintained for the protection of Protected Species.
22. In order to control the noise in the interest of residential amenity
23. In order to control the noise in the interest of residential amenity

Officer to contact: **Mr P Reid**

Date: 3rd March 2017

