



**Melton
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Planning Committee

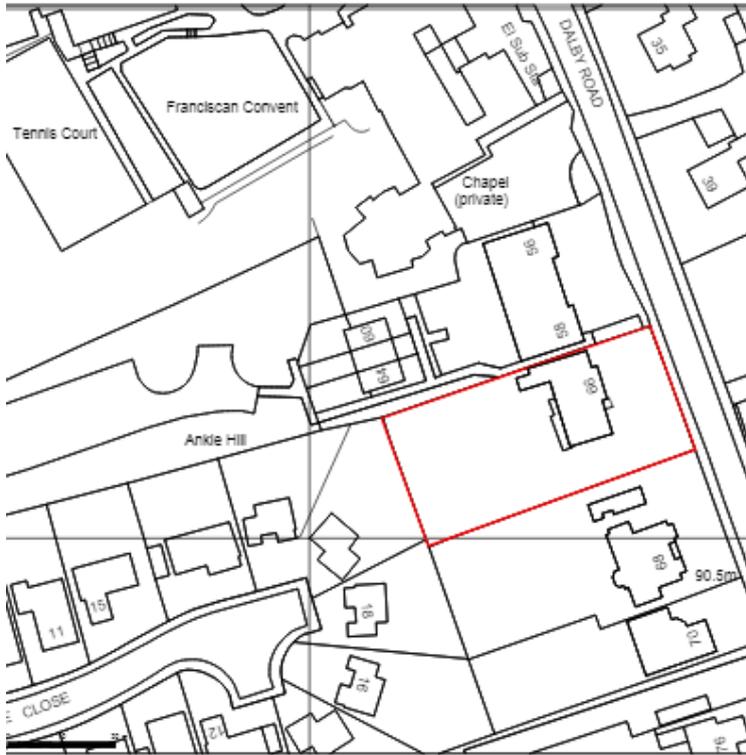
5 May 2022

Report of: Interim Assistant Director for
Planning

20/01088/OUT Demolition of bungalow and erection of apartment block to create 9 apartments outline application with all matters reserved at 66 Dalby Road, Melton Mowbray

Corporate Priority:	Delivering sustainable and inclusive growth in Melton
Relevant Ward Member(s):	Melton Dorian: Councillor Cumbers, Councillor Webster and Councillor Wood
Date of consultation with Ward Member(s):	5 October 2020
Exempt Information:	No

1 Summary



Indicative Street Scene



- 1.1 The application site is currently occupied by a detached bungalow which is vacant and in a poor state of repair. This is an outline application for the demolition of the bungalow and the redevelopment of the site. The application originally sought planning permission for 10 apartments, however this has now been reduced to 9 apartments. All matters are reserved, and whilst indicative plans have been provided, illustrating how the site could be developed, the main consideration is the principle of the development. If approved, a further application would be required, which would consider the 'reserved matters' of scale, layout, appearance, access and landscaping.
- 1.2 A previous outline application (20/00433/OUT) for the erection of 15 apartments on the site was considered at Planning Committee in August 2020. The application was refused on the grounds that it would result in an overdevelopment of the site, resulting in inadequate provision of amenity space and/or car parking facilities for future residents.
- 1.3 This application now proposes 9 apartments. The indicative plans illustrate a part 2 storey and part 3 storey building containing 4 one bedroom apartments and 5 two bedroom apartments. Externally, the site would have separate access and egress points off Dalby

Road, with 7 car parking spaces to the front, a further 5 car parking spaces to the rear, together with a garden area and separate bin store.

- 1.4 Dalby Road is characterised by a mix of properties, with large detached dwellings to the south and a 2/3 storey apartment block immediately to the north known as New Dorian Lodge. To the rear of New Dorian Lodge is a row of three terraced dwelling houses, and to the rear of the application site are detached dwellings positioned around the head of a cul-de-sac known as Dovedale Close.

RECOMMENDATION(S)
1. It is recommended that Outline Planning Application be GRANTED, subject to conditions (as set out in Appendix C).

2 Reason for Recommendations

- 2.1 The proposal accords with the requirements of Policies SS1 and SS2 of the Melton Local Plan, as the urban area of Melton Mowbray is identified as the most sustainable location in the Borough for housing growth.
- 2.1 The principle of small-scale apartments in this highly sustainable location, close to local facilities and transport link, is therefore considered acceptable. The agent has demonstrated, through the submission of indicative plans, that the site is capable of accommodating 9 apartments, whilst providing an acceptable standard of living for future residents, and not resulting in harm to the character or appearance of the area, the living conditions of surrounding occupiers, highway safety or ecology. Subject to the suggested conditions set out in appendix C, the proposals would accord with Policies contained within the Melton Local Plan.

3 Key Factors

3.1 Reason for Committee Determination

- 3.1.1 This application is required to be presented to the Committee due to receiving more than 10 letters of representation from separate households contrary to the recommendation.

3.2 Relevant Policies

- 3.2.1 The Melton Local Plan 2011-2036 was adopted on 10th October 2018 and is the Development Plan for the area.
- 3.2.2 The Local Plan is up to date and consistent with the latest revised versions of Government Guidance as contained in the National Planning Policy Framework.
- 3.2.3 Melton Borough Council Design SPD was adopted on 24th February 2022 and is a material consideration in the determination of the application.
- 3.2.4 Please see Appendix D for a list of all applicable policies.

3.3 Main Issues

The main issues for this application are considered to be:

- Principle of residential development
- Impact on the character and appearance of the area
- Impact on residential amenity

- Impact on highways and parking
- Impact on ecology
- Impact on flood risk
- Implications on infrastructure

4 Report Detail

4.1 Position under the Development Plan Policies

- 4.1.1 The site lies within Melton Mowbray, and policies SS1 and SS2 of the Local Plan apply. These policies reflect the presumption in favour of sustainable development within the National Planning Policy Framework (NPPF) and set out the strategy for delivering housing across Melton Borough. This is achieved by identifying the most suitable locations for new housing within a settlement hierarchy, based upon sustainable credentials. Melton Mowbray is the Main Urban Area and is the priority location for growth, accommodating approximately 65% of the Borough's housing needs.
- 4.1.2 Policy C2 relates to Housing Mix, it seeks to ensure the delivery of a mix of house types, tenures and sizes, to balance the current housing offer, having regard to the latest evidence of housing need. There is a requirement for smaller dwellings across the Borough, which this proposal would contribute to.
- 4.1.3 Policy C4 seeks to secure affordable homes on development sites of 11 or more units, and/or where the floor space would exceed 1000m². Based on the revised proposal of 9 apartments, with an estimated total floor space of 714 m², the application falls below such thresholds, and therefore no affordable housing is sought.
- 4.1.4 Other material considerations include the guidance contained within the NPPF and the adopted Design SPD.

4.2 Principle of Development (Policies SS1 and SS2)

- 4.2.1 The re-development of the site accords with the principles of Policies SS1 and SS2 of the Local Plan. The site is in a sustainable location and is a brownfield site. The NPPF recognises that small and medium sized sites can make an important contribution to meeting the housing requirement of an area. Section 11 of the NPPF relates to 'Making effective use of land' and advises that planning policies and decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes. With reference to density, the NPPF advised that planning policies and decisions should support development that make efficient use of land, taking into account the need for different types of housing, local market conditions, the availability of infrastructure and the desirability of maintaining an area's prevailing character, and securing well designed and attractive places.
- 4.2.2 In this instance, it is considered that the architects have demonstrated, through the submission of indicative plans, that the re-development of the site with 9 apartments is acceptable in principle. The existing bungalow is not a significant building which merits retention, and the surrounding area has a mixed character, including the adjacent apartment block.
- 4.2.3 The proposal complies with Policies SS1 and SS2 of the Local Plan and the NPPF and is therefore acceptable in principle.

4.3 **Impact upon the character of the area (Policy D1 and Design SPD)**

- 4.3.1 Policy D1 of the Local Plan requires new development to be of high-quality design regarding layout, context, amenity, landscaping and connectivity. Whilst detailed plans are not for consideration under this outline planning application, the indicative plans show the building could be part two and part three storey, respecting the height and scale of the adjacent two / three storey apartment block to the north and the large Arts and Crafts style two storey dwelling to the south. The indicative street scene demonstrates that the scale of any proposed building could be successfully integrated between the two adjacent buildings without appearing cramped, overdeveloped or out of context. In terms of siting, the apartment block would be comparable in terms of its relationship to the street scene and distances to neighbouring buildings, as the two neighbouring properties. The development would make a positive contribution to the character and appearance of the street scene, reflecting the urban location where surrounding sites are more densely populated and varied in their overall height and massing. The final design and construction materials would be subject to approval under a Reserved Matters application.
- 4.3.2 The application site measures 0.13 hectares and is substantial in size for an in-fill plot. As a result, the indicative layout plan demonstrated that there would be sufficient space within the site to provide car parking, refuse and re-cycling facilities, and a landscaped outside amenity space.
- 4.3.3 The proposed car parking to the front of the property would be readily visible from the public realm, however there are similar arrangements nearby, therefore the car parking would not appear out of character with the area. Its appearance could also be softened by the use of high quality hard and soft landscaping, which would be considered under any subsequent Reserved Matters application.
- 4.3.4 There is a semi mature horse chestnut tree in the front garden area of the property to the immediate south, which provides some significant amenity value to the street scene, however its canopy does not extend within the site and the proposed development is unlikely to impact upon its long-term health.
- 4.3.5 The proposal for 9 apartments would not have a significant adverse visual impact on the character and appearance of the area, and subject to detailed design, the development is capable of providing an acceptable and good quality design which would enhance the area in accordance with Policy D1 of the Local Plan.

4.4 **Impact upon residential amenities (future occupiers and surrounding neighbours) (Policies C3 and D1)**

- 4.4.1 The siting of the building, as shown on the indicative plans, illustrates the building footprint would not extend significantly (approx. 1-2m) beyond the rear elevation of the adjacent apartment building, nor come closer to the road than either of the two flanking buildings. The indicative elevations demonstrate that a building containing 9 apartments could be accommodated within the site, whilst respecting the scale, massing, siting and building heights of the two flanking properties, neither of which contain principal windows within the side elevations facing the site. Given the scale and siting of the indicative building, it is considered that the site could be developed with 9 apartments, without unduly harming the living conditions of the flanking properties, through loss of light, over-shadowing or overbearing impact. The properties to the rear on Dovedale Close are a significant distance from the windows on the proposed rear elevation, which is illustrated as being

located approximately 25 metres from the shared boundary. This would be well within what is customarily considered to be an acceptable distance to avoid undue loss of privacy. Whilst views from windows to the rear would give views over the rear garden areas of the two flanking properties, these would be at oblique angles and would not result in direct views into windows or the private zone immediately to the rear of these properties. The proposed apartment block would be no closer to the three small dwellings to the North West than the existing apartment block to the north known as New Dorian Lodge. The private garden areas serving these three dwellings are located on the rear, and as a result, would not be overlooked by the proposed development. The outlook and privacy of the nearby dwellings would not therefore be unduly compromised.

- 4.4.2 Whilst the replacement of a bungalow with 9 apartments would result in an increase in vehicle movements and activity on the site, over and above that associated with one dwelling, given the location of the site on a busy B Class road, close to the centre of Melton Mowbray, together with the character of the surrounding area, it is not considered that any increased levels of noise and disturbance would be unduly intrusive, on neighbouring residents.
- 4.4.3 A number of neighbouring residents have requested robust and attractive boundary treatment be provided to the site boundaries, particularly adjacent to the proposed car parking areas. Securing appropriate boundary treatment to the site boundaries will ensure privacy is protected and that the proposed car parking area is suitably screened. A separate condition is therefore proposed requiring such details to be submitted to the Local Planning Authority for approval.
- 4.4.4 Following consultations with the Borough's Environmental Health Team they advise that in order to protect existing residents from harmful noise and disturbance during construction, a construction management plan should be required by condition, prior to demolition or construction commencing, which is included in the list of suggested conditions.
- 4.4.5 In terms of the living conditions of future occupiers, the indicative floor and elevation plans, illustrate that a development of 9 apartments could be accommodated on the site, which would provide future occupiers with an acceptable standard of living in terms of space, natural light and outlook. The Environmental Health Team also advise that as the apartment block would front onto the B6047 Dalby Road, which carries significant traffic volumes and is likely to expose the residents of the proposed apartments to significant noise, a condition requiring a scheme demonstrating how future occupiers would be protected from unacceptable levels of road noise, should be attached to any approval.
- 4.5 **Highway Safety (Policies D1, IN1, IN2)**
- 4.5.1 Whilst access to the site is a reserved matter, it is still necessary to establish that the site could be accessed off Dalby Road in a safe manner. The indicative site layout plan proposes two access points onto Dalby Road, one for access and one for egress. The agent has updated the proposed block plan to include visibility splays. Following further consultation with LCC Highways they note that the required 2.4m x 43.0m visibility splays are achievable from the site access in accordance with the speed limit at the site frontage. They advise that the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other redevelopments, the impacts on the road network would not be severe.

- 4.5.2 In terms of car parking, the indicative site layout plan demonstrates that 12 spaces could be accommodated within the site to serve 9 apartments. The Leicestershire Highway Design Guide (LHDG) suggests that two parking spaces per dwelling with up to three bedrooms would be required, however, they acknowledge that where car ownership maybe low, such as town centres and other locations where services can easily be reached by walking, cycling or public transport, one parking space per dwelling may be provided. Given the sustainable location of the site and the size of the proposed apartments, it is considered that one car parking space per unit, plus 3 visitor spaces, would be sufficient to serve the proposed development.
- 4.5.3 In order to encourage alternative sustainable forms of transport, a condition requiring the provision of cycle parking within the development is proposed.
- 4.5.4 The proposal would therefore be in accordance with the Policies D1, IN1 and IN2 of the Melton Local Plan, and the guidance contained within Section 9 of the NPPF.
- 4.6 **Ecology (Policy EN2)**
- 4.6.1 There is an existing bungalow on the site which has been empty for some time, and which would be demolished as part of the proposals. An Ecological Survey has been carried out by a suitably qualified ecologist. The Surveys confirmed that the building supports a day roost of a single brown long-eared bat. As a result, the demolition of the building may only proceed under an EPS Licence granted by Natural England. Given the low number of bats present, and a common species, it is considered that the scheme would be a suitable site for a BMCL 'low impact' bat licence.
- 4.6.2 Whilst the last bat survey is now over a year old and therefore considered 'out of date', in order to obtain the appropriate bat licence from Natural England, three further evening surveys during the optimum survey season (May to September) would have to be carried out by the developer. A condition will therefore be attached to any approval requiring updated bat surveys to be carried out and submitted for approval prior to any demolition or works to the dwelling taking place. A further condition requiring the development to be carried out in accordance with the other recommendations set out in the original Ecology Survey, together with a note reminding the applicant of the requirement for a bat licence, will also be attached to any approval.
- 4.6.3 Subject to these conditions and informative, protected species and their habitats would be safeguarded and enhanced, therefore the proposed development would accord with Policy NE2 of the Local Plan and guidance contained within Section 15 of the NPPF.
- 4.7 **Flood Risk/Drainage (Policy EN11)**
- The site is located within flood risk zone 1 and is therefore at a low risk of surface water flooding. The agents have indicated that the site would be surfaced by way of an existing surface water sewer. The Local Lead Flood Authority have confirmed that the site appears to have sufficient space in order for the post development discharge rate to be set at green field rate, thereby ensuring there would be no increase in surface water discharge from the site. A condition is proposed requiring a scheme, detailing the arrangements for the disposal of surface water drainage from the site, to be submitted for approval by the Local Planning Authority. There are no reasons to indicate that the site could not be satisfactorily drained, subject to the suggested condition, so the proposal would accord with Policy EN11.

4.8 **Implications on Infrastructure and affordable housing (Policies IN1, IN3, C2 and C4)**

4.8.1 Following a reduction in the number of proposed apartments to 9, there are no longer any requirements for contributions towards infrastructure or affordable housing.

5 **Consultation & Feedback**

5.1 A site notice was posted and neighbouring properties consulted on the original application and as a result, 14 representations were received as summarised in Appendix B.

5.2 Following the receipt of revised indicative plans, a re-consultation exercise was undertaken, which resulted in a further 8 representations being received (as of 11.04.2022), as summarised in Appendix B.

6 **Financial Implications**

6.1 No developer contributions secured through S106 are necessary.

Financial Implications reviewed by: N/A

7 **Legal and Governance Implications**

7.1 No specific issues are identified. The application is being considered by the Committee under the scheme of delegation within the Constitution. Legal advisors will also be present at the meeting.

Legal Implications reviewed by: Tom Pickwell (Solicitor)

8 **Background Papers**

8.1 **20/00433/OUT** Proposed apartment block to create 15 apartments:

Refused on the grounds of overdevelopment, resulting in inadequate provision of amenity space and/or car parking facilities for future residents.

07/01255/FUL Residential / respite accommodation for 8 children:

Permitted.

06/01002FUL Residential accommodation for children:

Refused on the grounds of; incongruous design not in keeping in an area of substantial taller buildings; and its siting would be overbearing on the amenity of no.58.

9 **Appendices**

- 9.1 A: Consultation Responses
B: Representations Received
C: Recommended conditions
D: Applicable Development Plan Policies
E: Site Photographs

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Appendix A : Consultation replies summary

Environment Agency:

Confirm that the application site lies fully within Flood Zone 1 and therefore they have no fluvial flood risk concerns. There are no other environmental constraints associated within the site. Recommend an informative relating to the disposal of surface water drainage.

LCC Developer Contributions:

LCC Originally requested the following contributions, based upon a development of 10 apartments:

Education – Based on the description of 10 apartments with two or more bedrooms, the development would generate additional educational demand in the Borough. In order to provide the additional school places required a developer contribution of £124,222.60 would be required.

Waste Management – A contribution would be required to ensure that local waste facilities can continue to maintain the existing level of service and capacity. The proposed development would not be able to maintain the existing level of service levels. As such a developer contribution of £826.60 would be required (10 x £82.66).

Libraries – The nearest local library facility is Wilton Road. In order to provision the additional materials required to meet the needs of the increased population, Leicestershire Library Services requires a developer contribution of £300 (rounded up to the nearest £10).

Following the reduction in the number of apartments to 9, LCC confirmed that as the proposals are for less than 10 dwellings, no developer contributions are required.

LCC Highways:

Originally advised that the application as submitted does not fully assess the highway impact of the proposed development and requested further information with regards to the site access, and a detailed design in accordance with the Leicestershire Highway Design Guide (LHDG).

Following clarification that the application is an outline only, with all matters reserved, they confirmed that only sufficient information to demonstrate that safe and suitable access is possible would be required at this stage, such as basic access geometry and achievable visibility splays in line with the LHDG. They note that the requisite 2.4 x 43.0m visibility splays are achievable from the site access in accordance with the speed limit at the site frontage.

They confirmed that whilst there was a record of seven Personal Injury Collision within close proximity to the site, all seven were classed as 'slight' and none took place along the site frontage.

In terms of trip generation, they confirmed that the proposed development does not give rise to significant concerns regarding highway impact.

With regards to parking, they advised that two parking spaces for a dwelling with up to three bedrooms would be required together with an aisle space of 6m. They acknowledged that where car ownership maybe low, such as town centres and other locations where services can easily be reached by walking, cycling or public transport, one parking space per dwelling may be provided.

On site cycle parking should be provided, and bin storage should be within 25m of the collection point (Dalby Road).

LCC Ecology

The Bat Survey report (EMEC Ecology, January 2021) has identified bats roosting in the building. As confirmed in the report "Therefore, the demolition of the building may only proceed

under an EPS Licence granted by Natural England to derogate from any offence being caused. Given the low number of bats present, and the individual present belonging to common species, it is considered that the scheme would be a suitable site for a BMCL 'low impact' bat licence (Bat Mitigation Class Licence CL21) A bat mitigation licence must be obtained from Natural England. No unlicensed works can be undertaken to the building".

The report is dated January 2021 and states "If the proposed works are not carried out within one year of this report, and as bats change their roost sites frequently, it is recommended that a further survey is carried out to ensure that no more bats have utilised the potential roosting features". I recommend the applicant/developer consults their ecologist to confirm any requirements for further bat surveys.

LCC Lead Local Flood Authority:

Confirmed that the site is located within Flood Zone 1 and is at a very low risk of surface water flooding. Although no details regarding the proposed peak discharge rate, surface water drainage systems, attenuation volume calculations or details of a surface water discharge point have been submitted, the site appears to have sufficient space in order for the post development discharge rate to be set at green field rate.

In order for them to provide a more substantive response they suggested the following information be submitted; proposed peak surface water discharge rates; details of a surface water drainage system to cater for events up to the critical 1 in 100 year return period plus climate change allowance; attenuation volume calculations; details of a suitable surface water discharge point.

Housing Policy Officer:

Originally advised that the proposal meets a need for further 2 and 3 bed homes within Melton Mowbray. An affordable housing requirement of 1 dwelling would be required, either a 1 x Discounted Market Sale dwelling, to be sold at not more than 80% OMV and to be held in perpetuity or a financial commuted sum to be paid, in accordance with the Housing Mix and Affordable Housing SPD.

Following a re-consultation, based on the revised proposal of 9 apartments with an estimated total floor space of 714 m², the Housing Policy Officer has confirmed that there would no longer be a requirement for affordable housing provision on the site.

Environmental Health Officer:

Advise that given the scale of the development, the proximity of the development to existing residential dwellings and the means of site access, the hours of all construction work, demolition works and deliveries to the site should be controlled by condition.

The proposed apartment complex would front onto the B6047 Dalby Road which carries significant traffic volumes and is likely to expose the residents of the proposed apartments to significant noise. They recommend a condition requiring a scheme to be submitted which demonstrates how future occupiers would be protected from unacceptable levels of road noise. They advise the applicant to consider what steps could be taken to provide a suitable noise environment for future occupiers such as: placing noise sensitive room such as bedrooms to the rear; the provision of window ventilators for rooms facing Dalby Road; a communal external recreational space.

Appendix B : Representations received

Neighbours:

Representations have been received from 14 local residents, objecting to the application on the following grounds:-

- Unsympathetic design / massing / out of character with leafy area
- Physically overbearing / overshadowing / loss of light
- Impact on privacy / overlooking
- High density / over development / over intensive
- No details of boundary treatments
- Safety of access / increased traffic / insufficient car parking / narrow road and footway
- Inaccessible by fire engine
- Absence of gardens / landscaping
- Noise and air pollution from parking areas
- Insufficient information to assess proposals
- Lack of (developer) consultation with local residents
- Transient nature of future occupiers

Following a re-consultation exercise, 8 local residents responded (checked 11.04.2022), 3 objecting and 5 with neutral comments, raising the following points:-

- The building design is much more acceptable and appropriate
- Reducing the flats to 9 is welcomed. This reduces the car parking spaces, increases the landscaping and lessens the impact on neighbouring properties.
- Future proposals should adhere to the current plans.
- Robust and attractive boundary treatment should be provided to the rear car park area
- Demolition and construction only to take place during normal working hours
- Scale of building is still too high and dominating
- The number of apartments should be reduced further
- Highway safety concerns remain
- Too many car parking spaces to the rear

Appendix C : Recommended Conditions

1. No development shall commence on the site until approval of the details of the layout, scale, external appearance of the building, access and the landscaping of the site (hereinafter called 'the reserved matters') has been obtained from the Local Planning Authority. The development shall only be implemented in accordance with the approved details.

2. Application for approval of the reserved matter 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 no 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.

3. This permission shall relate to the land as shown edged in red on the 1:1250 location plan drawing A001 dated August 2019 received on 11th September 2020.

4. The site shall be developed largely in accordance with the Site Plan drawing A003C and Block Plan drawing A002 (PL300C) both dated August 2019 and received on 6th April 2022.

5. No demolition of the existing bungalow shall commence until such time as updated bat survey results from three evening surveys have been carried out at least two weeks apart during the optimum survey period (May to September) and a bat licence obtained from Natural England. A copy of the bat licence shall be submitted to the Local Planning Authority prior to any demolition taking place. The demolition shall only be carried out in accordance with the terms of the bat licence.

6. Demolition and re-development of the site shall only be carried out in accordance with the Mitigation and Recommendations as set out in the Protected Species Surveys Dated August 2020 and the letter dated 18th January 2021 by EMEC Ecology.

7. No development shall commence on site until a scheme detailing the arrangements for the disposal of surface water drainage from the site, both during construction and following the completion of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details in relation to the long term-maintenance of the surface water drainage system. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable, and the approved surface water drainage scheme shall be retained and maintained as such thereafter.

8. No development shall commence on site until such time as a scheme for the protection of the future occupiers of the development from road noise from the B6047 Dalby Road, has been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved scheme and completed prior to the first occupation of the development and shall be retained and maintained as such thereafter.

9. No development, including demolition, shall commence on site until such time as a construction management plan, including as a minimum, measures to limit dust and debris emanating from the site, details of wheel cleansing facilities, location of materials storage, location of vehicle parking facilities, arrangements for deliveries, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

10. No construction or demolition work or associated deliveries are permitted to occur outside of the following times: 07:00 – 19:00 Monday to Friday daily 08:00 – 13:00 Saturdays. No works to be undertaken on Sundays or bank holidays.

11. No development shall commence on site until such time as the existing and proposed ground levels of the site, and proposed finished floor levels, have been submitted to and approved in writing by the local planning authority. The site shall only be developed in accordance with the approved proposed ground levels and finished floor levels.

12. No dwelling hereby approved shall be occupied until a scheme detailing the proposed refuse and recycling facilities to be provided on the site have been submitted to and approved in writing by the Local Planning Authority. The development shall only be constructed, occupied and operated in accordance with the approved details.

13. No dwelling hereby approved shall be occupied until a scheme detailing the proposed facilities for the storage of bicycles has been submitted to and approved in writing by the Local

Planning Authority. The approved scheme shall be implemented prior to the occupation of the first dwelling and retained and maintained as such thereafter.

14. No dwelling hereby approved shall be occupied until a scheme detailing the proposed boundary treatment of the site has been submitted to and approved in writing by the Local Planning Authority. The approved boundary treatments shall be completed prior to the occupation of the first dwelling and retained and maintained as such thereafter.

Reasons

1. To ensure that the site is developed in a satisfactory manner.
2. To comply with the requirements of Section 92 of the Town and Country Planning Act 1990 as amended by S51 of the Planning and Compulsory Purchase Act 2004.
3. For the avoidance of doubt.
4. To ensure that the site is developed in a satisfactory manner.
5. This is a pre-commencement condition, to ensure that protected species and their habitats would be appropriately safeguarded and enhanced, in accordance with Policy EN2 of the Melton Local Plan and guidance contained within Section 15 of the NPPF.
6. To ensure that protected species and their habitats would be appropriately safeguarded and enhanced, in accordance with Policy EN2 of the Melton Local Plan and guidance contained within Section 15 of the NPPF.
7. This is a pre-commencement condition to ensure that the site can be sustainably drained, in accordance with Policy EN11 of the Local Plan and the guidance contained within Section 14 of the NPPF.
8. This is a pre-commencement condition to ensure that the living conditions of future occupiers are not unduly harmed as a result of unacceptable noise levels, in accordance with Policy D1 of the Melton Local Plan.
9. This is a pre-commencement condition to ensure that the site can be developed in a safe manner, without harming highway safety or the living conditions of neighbouring properties, in accordance with Policies IN2 and D1 of the Melton Local Plan.
10. In the interests of protecting the living conditions of neighbouring properties, in accordance with Policy D1 of the Melton Local Plan.
11. This is a pre-commencement condition to ensure that appropriate finished ground and floor levels on the site are approved prior to construction work commencing, in the interests of the visual and residential amenities of the area, in accordance with Policy D1 of the Melton Local Plan.
12. To ensure that the site is suitably serviced in terms of sustainable management of waste, in accordance with Policy D1 and IN2 of the Melton Local Plan.
13. To ensure that suitable and safe means of bicycle storage is provided, to encourage sustainable modes of transport, in accordance with Policy IN2 of the Melton Local Plan.
14. To ensure that appropriate boundary treatment is secured to protect the living conditions of neighbouring and future residents, in accordance with Policy D1 of the Melton Local Plan.

Informatives

1. The applicant is reminded of the need to obtain a bat mitigation licence from Natural England before any works or demolition to the bungalow commence.
2. Planning Permission does not give you approval to work on the public highway. Therefore, prior to carrying out any works on the public highway you must ensure all necessary

licences/permits/agreements are in place. For further information, please telephone 0116 305 0001. It is an offence under Section 148 and Section 151 of the Highways Act 1980 to deposit mud on the public highway and therefore you should take every effort to prevent this occurring.

Appendix D : Applicable Development Plan Policies

Melton Local Plan:

- Policy SS1 Presumption in Favour of Sustainable Development
- Policy SS2 Development Strategy
- Policy C2 Housing Mix
- Policy C3 National Space Standards and Smaller Dwellings
- Policy C4 Affordable Housing Provision
- Policy C9 Healthier Communities
- Policy IN1 Melton Transport Strategy
- Policy IN2 Transport, Accessibility and Parking
- Policy IN3 Infrastructure Contributions
- Policy D1 Raising the Standard of Design
- Policy EN2 Biodiversity
- Policy EN8 Climate Change
- Policy EN11 Minimising the risk of Flooding

Other

- National Planning Policy Framework (2021)
- Affordable Housing and Housing Mix SPD
- Developer Contributions SPD
- Design SPD

Appendix E : Site Photographs





Planning Report

20/01088/OUT Proposed apartment block to create 10 apartments,
Outline application with all matters reserved - 66 Dalby Road, Melton
Mowbray

