



22/01014/FUL Land South Of Cedarwood Lag Lane, Thorpe Arnold

Proposal: One replacement dwelling (demolition of existing dwelling), three new dwellings, new access road, public vehicle passing place, turning head and associated highways works

Site: Land South Of Cedarwood Lag Lane, Thorpe Arnold

Applicant: Mr Bryan Lovegrove

Planning Officer: Mrs Helen White

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Corporate Priority:	Delivering sustainable and inclusive growth in Melton
Relevant Ward Member(s):	Cllr. Richard Sharp
Date of consultation with Ward Member(s):	2 March 2023
Exempt Information:	No

Reason for Committee Determination: The application is required to be presented to the Committee as the application has received more than 10 letters of objection from separate households which conflict with the recommendation.

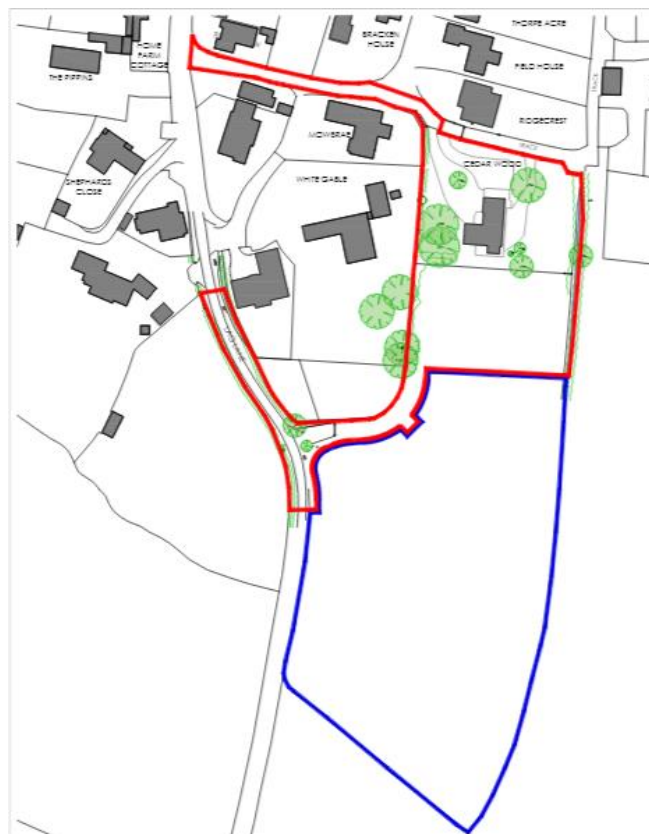
Web Link: <https://pa.melton.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=RI5LWLKOKJN00>

What 3 words: <https://what3words.com/oddly.point.ruby>

RECOMMENDATION(S)

1. It is recommended that the Planning Application be APPROVED subject to conditions, as listed in detail at section 10 of this report.

1 Executive Summary



- 1.1 The application seeks full planning permission for the demolition of an existing 3 bed bungalow and the erection of 3no. 3 bed dormer bungalows, and 1no. 4 bed house. The scheme includes a public vehicle passing place, turning head and associated highways works. The entirety of the site is located within the defined settlement boundary, other than the southern access to Lag Lane which immediately adjoins it. The principle of the development is therefore considered to be acceptable in accordance with Local Plan policy SS2 and Neighbourhood Plan policies H1 and H8.
- 1.2 The proposed housing mix would meet with the requirements of Neighbourhood Plan policy H2, which is weighted towards smaller houses and bungalows, particularly those suitable for older people. The internal layout of the proposed dwellings with space for home working and ground floor bedrooms and bathrooms makes them adaptable to the changing needs of the occupiers.

- 1.3 At the point of submission there was uncertainty regarding the impacts of the proposal on the Melton Mowbray Distributor Road (MMDR), specifically relating to the status of Lag Lane. The relationship between the proposed new access and the MMDR works have caused significant delays in the determination of this application. Leicestershire County Council as the Local Highway Authority (LHA) has sought external legal advice to inform their comments in response to the proposed development.
- 1.4 A definitive scheme for the MMDR has been approved, it includes downgrading part of Lag Lane to a bridleway. The proposed access would be located off Lag Lane, which is to the south of the location where it would be stopped up as highway. It would therefore not be possible to implement the proposed scheme once the approved MMDR works are completed which, for Lag Lane, is expected to be winter 2025. If the proposed scheme is implemented before the MMDR works it would not be possible to implement the full stopping up of Lag Lane. The Side Road Order (SRO) would instead be implemented to the section marked 'Remainder of existing Lag Lane to be closed to motorised traffic, except for access, with dropped kerbs and gates in accordance with LCC's proposal's as shown on Drawing LLTA-BSP-XX-XX-D-H-001 Rev. P08.
- 1.5 Although the proposal represents a departure from the LHA Leicestershire Highways Design Guidance (LHDG) this departure has been fully justified, and the amended scheme demonstrates that a safe site access and sufficient on-site parking would be provided in accordance with Local Plan policies IN2 and D1 and Neighbourhood Plan policies.
- 1.6 The scheme has been amended, including the siting and design of the 2 storey dwelling within plot 1, reducing its height by almost 1 metre. The materials and architectural details reflect the local vernacular. Existing mature trees and hedgerows would be retained and harm to them would be mitigated via a recommended condition. It has been demonstrated that the design of the proposed development has taken its impact upon climate change into consideration, as well as introducing energy efficient measures. Therefore, the proposal is considered to be sympathetic to the character of the area, raise the standard of design and would preserve the distinctive character of the area.
- 1.7 There is no evidence to suggest that it would not be possible to connect the new dwellings to the existing sewerage network. To address this potential uncertainty a condition has been recommended requiring the submission of a drainage strategy prior to the commencement of development.
- 1.8 The proposed scheme would not have a harmful impact upon archaeology, and subject to the inclusion of a suitably worded condition would enhance the site's ecology.
- 1.9 Comments have been received relating to procedure and the correct notification of land owners. Officers are content that the correct procedures have been followed.
- 1.10 Overall, the proposed scheme is considered to represent sustainable development in accordance with Local Plan policy SS1 and Neighbourhood Plan policies. There are no material considerations which indicate otherwise; therefore, the proposed development should be approved without delay.

Main Report

2 The Site

- 2.1 The site is broadly rectangular consisting of the residential curtilage of a detached bungalow and part of an adjoining paddock. The residential curtilage forms the northern section, and the paddock the southern. The route of the proposed site access off Lag Lane to the south west projects from the principle site area across the paddock and out of an existing field access onto Lag Lane. The bungalow, Cedarwood, is currently accessed off a shared driveway on the eastern side of Lag Lane. It has an L-shaped plan form and is constructed of red brick with timber panelling, and a red pantile roof.
- 2.2 There is a mature hedgerow boundary along the site's eastern boundary which is shared with the open countryside and its western boundary. The remaining boundaries are a mix of timber fencing, and tree and shrub planting except for the southern boundary which is currently open to the remainder of the paddock. There are a number of trees within the site including three Ash, a Cherry, a Deodar, and a Birch. Within the paddock there are two Birch, a Whitebeam, Walnut, Horse Chestnut, and Ash.
- 2.3 The site lies within the rural settlement of Thorpe Arnold. There are residential properties to the north and west of the site and open countryside in agricultural use to the east and south. Other than the site access the site lies within the limits to development for Thorpe Arnold defined in the Neighbourhood Plan. The site is included in an amber zone for great crested newts; amber zones have great crested newt populations, habitats and dispersal routes.

3 Planning History

- 3.1 There is no relevant planning history on this site, however planning permission ref. 21/00143/FUL was granted for the erection of a new dwelling on land adjacent to White Gables, Lag Lane, Thorpe Arnold on 14.04.2021. This permission has been implemented. It represents an example of recent small scale residential development, on a windfall site, within the defined settlement boundary. A plan of the site is shown below with Cedarwood, within the application site, marked with a star, alongside a block plan showing the approved dwelling.



4 Proposal

- 4.1 The application seeks full planning permission for the demolition of an existing 3 bed bungalow and the erection of 4 dwellings including 3no. 3 bed dormer bungalows and 1no. 4 bed house and the creation of a new access road off Lag Lane to the south of the site.
- 4.2 The new access would serve the 3no. 3 bed dormer bungalows whereas the existing shared access drive to the north of the site would serve the 4-bed house. All the dwellings would be detached and include the provision of on-site garages, parking spaces, and private garden areas. The scheme includes the retention of several mature trees and hedgerows within the site, as well as new hedgerow and screen planting which would be secured via the proposed landscaping condition.

5 Amendments

- 5.1 The scheme has been amended to address concerns raised by the case officer in particular with regards to Melton Local Plan policies EN8 'Climate Change' and EN9 'Ensuring Energy Efficient and Low Carbon Development' as well as design policies contained in the Local Plan and Neighbourhood Plan. The amendments made included reducing the size, the footprint, and lowering the ridge height of the larger dwelling (plot 1) by almost 1 metre.
- 5.2 Further amendments were submitted to address comments received from Leicestershire County Council as the Local Highway Authority (LHA).

6 Planning Policy

6.1 National Policy

National Planning Policy Framework (NPPF)

National Planning Policy Guidance (NPPG)

National Design Guide

6.2 Melton Local Plan

- 6.2.1 The Melton Local Plan 2011-2036 was adopted by Full Council on 10th October 2018 and is the development plan for the area.
- 6.2.2 The Local Plan is consistent with the National Planning Policy Framework published in December 2023 and, whilst it is now being updated, its policies remain relevant and up to date for the determination of this application.
- 6.2.3 The relevant policies to this application include:
- Policy SS1 Presumption in Favour of Sustainable Development
 - Policy SS2 Development Strategy
 - Policy C9 Healthy Communities
 - Policy EN1 Landscape
 - Policy EN2 Biodiversity & Geodiversity
 - Policy EN6 Settlement Character
 - Policy EN8 Climate Change
 - Policy EN9 Ensuring Energy Efficient and Low Carbon Development

- Policy EN11 – Minimizing the Risk of Flooding
- Policy D1 Raising the Standard of Design
- Policy IN2 Transport, Accessibility and Parking

6.3 Neighbourhood Plan

6.3.1 The Waltham on the Wolds and Thorpe Arnold Neighbourhood Plan was adopted on 6th June 2018 and forms part of the Development Plan for this area.

6.3.2 The relevant policies to this application include:

- S1 Limits to Development
- H1 Housing Provision
- H2 Housing Mix
- H6 Housing Design Guidelines
- H8 Windfall Development
- ENV6 Important Woodland, Trees and Hedges
- ENV9 Biodiversity
- ENV12 Protection of Important Views
- T1 Transport Requirements for New Developments
- E3 Broadband Infrastructure

6.4 Other

6.4.1 The Design for Development Supplementary Planning Document (SPD) was adopted on 24th February 2022.

7 Consultation Responses

7.1 Summary of Technical Consultation Responses

7.1.1 Please note the below is a summary of responses and representations received. To view the full details please follow the web link on the first page.

7.1.2 LCC Highways

- a) Initially considered that the application as submitted does not fully assess the highway impact of the proposed development. Further information was requested including: detail regarding the site gradient, as well as an accompanying Stage 1 Road Safety Audit (RSA) and Designer’s Response. The LHA also advised the Applicant to consider carriageway widening as an alternative to the passing bay.
- b) 09.03.2023 – The LHA considered that the application as submitted does not fully assess the highway impact of the proposed development. The LHA noted that it is technically possible for LCC to amend the Order associated with the MMDR which would downgrade Lag Lane (in part) to a bridleway, if planning permission were granted. The LHA requested that the Applicant works with them to achieve this. A consistent 4.8m access width is shown which conforms to the requirements set out in the LHDG. Visibility splays of 2.4 x 33.0m are shown on the submitted plans which have been shown to be

appropriate. A stage 1 Road Safety Audit has been submitted along with a Designers Response. The gradient of the site access would be compliant and acceptable. The developer would need to ensure adequate drainage provision. The access to the development would slope down towards Lag Lane and the developer would need to ensure that no surface water from the private access drains onto the highway.

The proposal includes widening the narrowest section of Lag Lane including provision of an additional passing place and a turning head. The LHA welcome the provision of a turning head which has been demonstrated to track for both refuse vehicle and rigid HGV. It's considered a highway gain. To the south of White Gable, Lag Lane does narrow to 3.3m, and while this is below the minimum 4.1m width for two cars to pass, it is adequate for a short section with passing places either side. The LHA's preferred approach would be widening the road however, the provision of two passing places rather than widening the narrow section is proposed. The northern passing place currently at White Gable is considered acceptable as this formed the turning head under the current Lag Lane downgrade proposals. However, the effectiveness of the new passing place has not been demonstrated as it may encroach onto private land and require removal of the existing hedgerow which currently denotes the highway boundary. Further information is required relating to the widening of this section of Lag Lane. The submitted drawings show the parking standards set out in the LHDG can be met.

- c) 29.08.2023 The LHA considered that the application as submitted does not fully assess the highway impact of the proposed development. The LHA advised it was no longer possible for LCC to amend the Order associated with the MMDR which would downgrade Lag Lane (in part) to a bridleway. There remains an opportunity for the Side Roads Order not to be implemented in its entirety if planning permission were granted. As per the previous comments the access width and visibility splays are appropriate. The revised review by the Stage 1 Road Safety Audit team has been undertaken (July 2023), for which the audit team commented that the concerns raised in the previous audit had been addressed and that no further road safety problems have been identified.

The proposed access would be located off Lag Lane, to the south of the location stopped up as a highway which means the access would no longer be provided off the publicly maintained highway. This would require the stopping up of this length of highway to be reversed, and reference to the change in the stopping up order needs to be referred to on a revised drawing to enable technical approval. The proposed development is not considered likely to result in the exacerbation of any known highway safety concerns.

The revised drawing indicates that the swept path analysis for the longer passing bay would just work, and would appear to be the best that can be achieved within the existing highway constraints. Verge widths have been shown as 0.5m, and although less than the LHDG requirement for 1m width, this would appear to be the best that can be achieved within the existing highways constraints. This non-compliance has been covered within the Departure from Standard submission. This document provides adequate justification and has assessed the associated safety risks to be low based on low traffic speeds and Lag Lane being lightly trafficked. The stopping up of Lag Lane to the South, would mean that the vehicle usage would be reduced to vehicles accessing the 3 proposed dwellings, plus occasional use by refuse and delivery vehicles. Further consideration should be given to the footpath width. The footway width proposed is 1.2m compared to the LHDG recommended width of 2m, although a narrower footway than LHDG standards would potentially be acceptable, taking into account the site constraints.

- d) 12.03.2024 - In the view of the LHA the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. The submitted drawings continue to indicate a 1.2m wide footway/service strip on the south side of the bell mouth. The access is a shared surface private drive and therefore this provision is not required. If it were provided along the section shown it would need to be 2m width to comply with LHDG requirements. Notwithstanding this, the LHA consider that as the proposed access accords with the LHA's minimum details, the design is therefore acceptable. The proposed access would be located off Lag Lane, to the south of the location stopped up as highway. It's the LHA's understanding that where land has the benefit of two inconsistent planning permissions, both are valid unless and until the implementation of one has made the implementation of the other physically impossible. Should this application come forward first, the section of the SRO that applies to the site's access location could simply not be implemented. The SRO would instead be implemented to the section marked 'Remainder of existing Lag Lane to be closed to motorised traffic, except for access, with dropped kerbs and gates in accordance with LCC's proposal's as shown on Drawing LLTA-BSP-XX-XX-D-H-001 Rev. P08.

In a scenario where the closure of Lag Lane is implemented for its full extent before the access associated with this development comes forward (the anticipated completion date is Winter 2025), then it would be physically impossible for the planning permission of the development to be implemented. Following legal advice, it would be incumbent on the Applicant to seek a revised consent based on the new status/layout of the road. The LHA recommends conditions including: 1.provision of approved access arrangements prior to occupation; 2. Provision of vehicle visibility splays prior to occupation; 3. Implementation of parking and turning provision prior to occupation; and 4. Provision of off-site works prior to occupation.

7.1.3 LCC Archaeology

- a) Advise according to the HER the application site lies within the historic settlement core, and next to a Roman ladder settlement, its possible the settlement continues into the application area. The proposal includes operations that may destroy any buried archaeological remains present, but the archaeological implications cannot be adequately assessed on the basis of the currently available information. They recommend a decision is deferred until the applicant has completed an Archaeological Impact Assessment of the proposal.
- b) 13.03.2024 Having reviewed the application against the HER they do not believe the proposal will result in a significant direct or indirect impact upon the archaeological interest of setting of any known or potential heritage assets. Therefore they advise that the application warrants no further archaeological action.

7.1.4 LCC Forestry

- a) Advise the majority of the 16no. trees and 2no. hedgerows within the site are to be retained. An Arboricultural Impact Assessment has been submitted that identified a number of impacts upon trees. There are no root protection area incursions envisaged within the design however, given the scale of works on site there is a real chance of damage to the rooting areas of the trees if they are not adequately protected. Therefore it is recommended that an Arboricultural Method Statement, in accordance with BS 5837:2012 is conditioned on any permission granted.

7.1.5 LCC Ecology

- a) Following review of the Extended Phase 1 Habitat Survey LCC Ecology advise the site has minimal ecological value with the majority of the area consisting of a maintained residential garden and the rest a species poor field. There were no bat roosts present within the building. There was some potential for nesting birds and some potential for grass snake within the boundary hedgerows. The hedgerows and mature trees are proposed to be retained. Ecology recommend the inclusion of a condition that no development shall take place until a mitigation and enhancement strategy has been submitted and approved in writing.

7.1.6 Lead Local Flood Authority

- a) The LLFA advise the site is a greenfield site located within Flood Zone 1 being at low risk of surface water flooding. The proposal is not considered to be major and as such the LLFA are not a statutory consultee for this application. The LLFA offers no comments and refers to the enclosed standing advice.

7.1.7 Severn Trent Water

- a) Do not object to the application. They note the majority of the village is served by a vacuum system; they are not aware of any general capacity issues with the existing system but their concern is additional development. The vacuum systems are usually designed and built as a bespoke solution to an existing situation. The connection for each property (or group of properties) are constructed as part of the whole network and additional connections cannot be made (Unless “spare” points are constructed). They assume the intention here is for all 4 properties to be connected to the original connection point (the vac pot). The concern is whether this vac pot can accommodate the extra flow. It’s difficult to predict if the additional three properties will create or exacerbate a problem. The level of impact will be dependant on the size of the properties. In conclusion although they are not aware of any current known issues, they cannot give a definitive answer as to whether or not this proposal is acceptable.

7.2 Summary of Representations

7.2.1 Ward Member(s)

- a) The Ward Councillor was consulted on 6.10.2022 and 09.02.2023 but has made no comments.

7.2.2 Parish Council

- a) Initially deferred their decision due to questions over the site access and the impact of the MMDR.
- b) The Parish Council object, in summary, on the following grounds:
- i. Does not comply with Neighbourhood Plan policy H2;
 - ii. Concerns about highways, access, and traffic management;
 - iii. On behalf of parishioners they would like the Planning Department to take contentious legal matters raised relating to the ownership of access roads; disregarding decisions already taken about the turning circle which has been part of the MMDR discussions; and concern with the traffic management plan during the potential build stage.
- c) 18.02.2023 The Parish Council were pleased that some amendments have been applied to plots 2, 3, and 4 and welcomes these changes. The height change for plot 1 is noted. However, they object, in summary, on the following grounds:

- i. Building a 4 bedroom house and replacing an existing single storey dwelling does not comply with Neighbourhood Plan policy H2 which supports dwellings of 3 bedrooms or fewer and single storey accommodation to serve local needs.
- ii. Contentious issues with the ownership of the road; the traffic management plan during the build stage; and the disregarding of decisions already taken about the turning circle which had been part of the MMDR discussions.
- iii. Concerns over the drainage issues currently experienced by the parishioners of Thorpe Arnold.

7.2.3 **Leicestershire and Rutland Bridleways Association**

- a) Have no opinion on the proposed housing.
- b) Have serious concerns about the associated proposal to shorten the section of Lag Lane which is planned to be re-designated as a Bridleway.
- c) The bridleway will end in a relatively open section of Lag Lane with good visibility, so non-motorised users (NMU's) should have no problem negotiating motorised traffic on this section but by shortening the bridleway by 70m this transition to the public road will be in a very narrow section of Lag Lane, with visibility limited by high hedges and tall trees making it more hazardous to NMU's to negotiate motorised traffic.

7.2.4 **Neighbours**

38 objections have been received from 10 households, in summary:

- Outside of the limits to development.
- Highway safety – located on the worst bend, poor visibility.
- Conflicts with details approved under the MMDR.
- Inaccurately identifies privately own land and land to be within the ownership of LCC.
- The applicant is a named objector to the MMDR.
- While the future of the MMDR project is unclear I don't see how a decision can be made safely.
- If the development goes ahead want the disruption to their environment to be minimized, particularly during the construction period.
- The title plan for Cedar Wood is smaller than the red line application site, how have they extended the curtilage unchecked?
- Further load to the current vacuum pump sewage system could result in sewage overflowing.
- Replacing the existing bungalow with a house will adversely affect the privacy of neighbouring properties, result in overlooking, be visually overbearing, and overshadowing.
- The shared access driveway/close serving Mowbrae, The Lofthouse and White Gable is not a LCC turning point and we will take measures to ensure our close isn't used as a turning area for large vehicles.
- We would expect the site to be closed off to the access onto our close during the construction phase of development and for the new access to the south to be created first to provide the required access.

- The design is unattractive, resembling an agricultural barn and completely out of character with Thorpe Arnold.
- The Neighbourhood Plan requires a mix of houses and bungalows.
- We previously objected to extending the village boundary as it would result in new homes being built.
- Contrary to policy H8 the site will not provide a safe vehicular and pedestrian access.
- The proposed passing pint is not required in the MMDR plan, and this highway and verge is in my ownership subject to 2 current LCC compulsory purchase orders (CPO).
- The scheme includes cutting back hedges which are not in his ownership or subject to a CPO.
- The loss of the hedges would harm wildlife.
- Should this permission not be granted I am concerned new dwellings would be accessed off our shared driveway/close risking the safety of children.
- Increase in traffic along the access to the pasture land from 10 times per year to 10 times per day, causing disturbance of lights, noise, and loss of privacy.
- The access would have poor visibility joining Lag Lane.
- The new access road is outside of the village development plan.
- The vehicle counts used were taken during the third national lockdown and are not representative.
- Lag Lane is used extensively by walkers, dog walkers and joggers who rely on the grass verges a safe refuge from passing vehicles if these are lost, they will have nowhere to go.
- If approved this development would open the potential for further unwelcome infilling.
- The access road would appear as a prominent and incongruous feature detracting from the character of the area.
- Excessive size of dwellings for size of plot.
- Contrary to Human Rights Act Protocol 1, Article 1, Article 8
- Loss of valuable green space and the right to enjoy a quiet and safe residential (sic).
- Undermine the intention of creating a leisure route.
- The application does not show where the road closure barriers would be at the Saxby Road end of Lag Lane.
- Increased risk of fly tipping because of moving the field gate
- Increased surface water on Lag Lane because the access road slopes down to it.
- The proposed waste storage area is unsightly and inconsiderate.
- The access road would not meet with width and weight restrictions for emergency vehicles.
- Street lighting is not required in this rural location, but the lack of lighting adds to the safety risks of the NMUs.
- Is it legal for the CPOs to go ahead if the purpose of the works is now in the interest of a private individual rather than the public interest.

Two neutral comments have been received focussing on land ownership and procedural matters.

7.3 Response to Consultations and Representations

7.3.1 The majority of the issues raised are material planning considerations and are addressed under section 8 'Planning Analysis' below.

7.3.2 Planning permission ref.21/00143/FUL was granted for 'Erection of new dwelling to land adjacent to White Gables, Lag Lane' on 14th April 2021, and has now been implemented. The approved site access serving the new dwelling is off Lag Lane. Only one objection was received in response to the publicity of this application.

8 Planning Analysis

8.1 Main Considerations

8.1.1 Principle of Development

8.1.2 Housing Mix

8.1.3 Access and Parking Provision

8.1.4 Design and Impact upon the Character of the Area

8.1.5 Impact on Residential Amenity

8.1.6 Drainage and Sewage

8.1.7 Other Matters

8.2 Principle of Development

8.2.1 The application site lies within Thorpe Arnold, towards its south-eastern edge, and falls to be considered under polices SS1 and SS2 of the Local Plan. Policy SS1 sets out a presumption in favour of sustainable development. Policy SS2 sets out the development strategy for the Borough including for housing. It identifies a sustainable approach to development; establishes a settlement hierarchy outside of Melton Mowbray from Service Centres, to Rural Hubs, and finally Rural Settlements; and sets out the type of development appropriate to each.

8.2.2 Thorpe Arnold is classified as a 'Rural Hub' as it falls within 2.5km of Melton Mowbray Town Centre. As such, the settlement is required to take a minimum of 18 dwellings within the plan period, until 2036. The development strategy will be delivered by planning positively for the development of sites allocated within and adjoining the Service Centres and Rural Hubs by 2036, and by encouraging small scale residential 'windfall' development, where it would represent sustainable development under Policy SS1.

8.2.3 Policy SS2 makes some provision for new residential development on windfall sites as set out in the supporting text at para 4.2.17: "Schemes of up to about 10 dwellings may be appropriate within or on the edge of Service Centres, schemes of up to about 5 dwellings for Rural Hubs, and schemes of up to about 3 dwellings for Rural Settlements."

8.2.4 Outside of settlements policy SS2 supports development which is necessary and appropriate in the open countryside. This follows through into policy S1 of the Neighbourhood Plan which supports the principle of development on sites within the limits to development and defines land outside of the limits to development to open countryside where development will be carefully controlled in line with local and national strategic policies.

8.2.5 Thorpe Arnold has two allocated sites for residential development Thor 1 (13 dwellings) and Thor 2 (11 dwellings) located to the north east of the settlement. Neighbourhood Plan policy H1 restricts future housing development within the parish to windfall development in line with policy H8, unless there is an increase in housing need across Melton Borough. Policy H8 supports small-scale development proposals for infill and redevelopment sites subject to criteria including the site is within the limits to development.

8.2.6 Neighbourhood Plan policies H1 and H8 restrict new residential development to within the defined settlement boundary however, Local Plan policy SS2 allows for new residential development on windfall sites within or adjoining settlements. If a conflict is identified the more up to date policies should take precedence in line with para.30 of the National Planning Policy Framework (NPPF) and section 38 (5) of the Planning and Compulsory Purchase Act. The Neighbourhood Plan was adopted on the 10th October 2018, after the Neighbourhood Plan which was adopted on 6th June 2018. Therefore, Local Plan policy SS2 takes precedence as the more up to date policy.

8.2.7 In this case although the access would, in part, extend beyond the limits to development defined within the Neighbourhood Plan it would adjoin them, in addition the bulk of the built form including the dwellings and their associated garages would fall within the limits to development. For these reasons it is considered that the principle of the proposed development would be acceptable.

8.3 **Housing Mix**

8.3.1 Neighbourhood Plan policy H2: Housing Mix, promotes the provision of a mixture of housing types to meet identified local needs, and particularly supports dwellings of 3 bedrooms or fewer and single storey accommodation suitable for older people. This need for smaller houses, including those suitable for older people is also identified in the Local Plan.

8.3.2 It is recognised that the parish has a higher than average representation of older people (aged 65+) accounting for 21% of total residents (the district level is 18%). This data is taken from the 2011 Census, and at the time there was a communal care home providing accommodation for 44 residents which contributed to the elderly population share. Nonetheless the elderly population is increasing rapidly. In addition, there are high levels of under occupancy in the settlement suggesting a need for smaller homes suitable for residents needing to downsize, small families and those entering the housing market.

8.3.3 The scheme would result in the loss of a 3 bedroom bungalow and the provision of 3no. 3 bedroom dormer bungalows and one 4 bedroom dwelling house. The floorplan of the replacement bungalows would be set over 2 floors. All of the 3 bedroom bungalows within plots 2 to 4 would include ground floor double bedrooms with adjoining bathrooms, providing flexible accommodation particularly suited for older people.

8.3.4 The existing bungalow is located within a large plot which may be less manageable for an older person. The development of the site would result in a net gain of 2 x 3 bedroom, 3no. total, bungalows located within smaller, easier to manage plots, which could meet the needs of older people. The addition of a 4 bedroom dwelling with no ground floor bedrooms forms a small part of the overall housing mix, and on balance it is considered that the proposal meets with the aims of policy H2.

8.4 **Access and Parking Provision**

8.4.1 Local Plan policy IN2 states the Council will support and promote an efficient and safe transport network which offers a range of transport choices for the movement of people and goods, reduces the need to travel by car and encourages use of alternatives, such as

walking, cycling, and public transport. Where possible, all development should be located where travel can be minimised and the use of sustainable transport modes maximised, do not unacceptably impact on the safety and movement of traffic on the highway network or that any such impacts can be mitigated through appropriate improvements and provide appropriate and effective parking provision and servicing arrangements.

- 8.4.2 Local Plan policy D1 requires the provision of a safe a connection to the existing highway network, and proposals should make adequate provision for car parking.
- 8.4.3 Concerns have been raised in comments from local residents relating to the impact of the proposed development on the Melton Mowbray Distributor Road (MMDR), and the uncertainty relating to its delivery. The MMDR is currently under construction. As advised by the LHA, if the proposed development is implemented prior to the MMDR works affecting Lag Lane it would preclude those works from being implemented. What this also means is if the proposed development is not implemented prior to the MMDR works to downgrade the status of Lag Lane from a highway to a public bridleway it would be physically impossible to implement it. The LHA have sought external legal advice which concluded that: “it would be incumbent on the Applicant to seek a revised consent based on the new status/layout of the road.”
- 8.4.4 The ownership of the land within the application site has altered from the initial submission due to compulsory purchase orders which allowed Leicestershire County Council to acquire the land for the delivery of the MMDR. It is considered that the correct procedure has been carried out with respect to the notification of land owners. The fact that the Applicant objected to the MMDR is not considered relevant to the consideration of this application.
- 8.4.5 The proposal would represent a departure from the LHA design guidance including firstly a narrower carriage way width 3.7m rather than the 4.8m width required for two-way traffic. Secondly the grass verges would be reduced in part to a minimum width of 0.5m, where the minimum recommended width is 1m, with a minimum area of 10sqm. The minimum area would be exceeded. Finally a 1.2m wide footway link would be provided from the bridleway along the access into the site, the standard width for separate footway provision is 2m.
- 8.4.6 The proposal would result in the widening of the narrowest section of Lag Lane including provision of an additional passing place and a turning head. It is noted that: “The LHA welcome the provision of a turning head which has been demonstrated to track for both refuse vehicle and rigid HGV. It’s considered a highway gain.” The identified 3.3m wide pinch point to the south of White Gable, Lag Lane is considered adequate for a short section with passing places either side. The submitted plans demonstrate that the two passing places proposed would work, and “would appear to be the best that can be achieved within the existing highway constraints.”
- 8.4.7 “Verge widths have been shown as 0.5m, and although less than the LHDG requirement for 1m width, this would appear to be the best that can be achieved within the existing highways constraints.”
- 8.4.8 The submitted drawings continue to demonstrate a 1.2m wide footway/service strip on the south side of the bell mouth. The LHA advise that as the access is a shared surface private drive and the provision of a 1.2m wide footway is not required. However, although it doesn’t comply with LHDG requirements for a 2m width they advise the proposed access accords with the LHA’s minimum details, and the design is therefore acceptable.

- 8.4.9 This non-compliance with the LHA design guide is covered within the 'Departure from Standard' submission which provides adequate justification. The associated safety risks are assessed as low, based on low traffic speeds and Lag Lane being lightly trafficked.
- 8.4.10 Despite the concerns raised by local residents to the contrary, significant weight is afforded to the assessment of the LHA as the technical consultee that "the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe". The conditions recommend by the LHA including: 1. Provision of approved access arrangements prior to occupation; 2. Provision of vehicle visibility splays prior to occupation; 3. Implementation of parking and turning provision prior to occupation; and 4. Provision of off-site works prior to occupation are considered to meet with the relevant tests are recommended for inclusion.
- 8.4.11 The submitted drawings show the parking standards set out in the LHDG would be met.
- 8.4.12 It is therefore considered that the proposal would provide a safe connection to the existing highway network, and sufficient on-site parking and servicing arrangements. In addition, the proposal would not unacceptably impact on the safety and movement of traffic on the highway network, and any potential impacts would be mitigated through appropriate improvements.

8.5 Design and Impact upon the Character of the Area

- 8.5.1 It is noted that concerns have been raised by the Parish Council and local residents relating to the design of the proposed development and its impact upon the character of the area.
- 8.5.2 As set out in the Neighbourhood Plan: "Thorpe Arnold stands on the top of a hill close to the town of Melton Mowbray, a small farming village with roots going back to before its first recorded mention in the Domesday Book of 1086." Its built environment is described as: "undoubtedly unique. The existing settlement patterns have grown incrementally over time, the buildings date from many periods, providing a richness and variety of styles and materials". The soft landscaping of the village is identified as a key contributor to its local distinctiveness, and "vegetation from gardens and grass verges breaks up the built environment balancing the variety of the hard and soft character". The settlement is concentrated on the south side of the A607.
- 8.5.3 The existing bungalow is located within a spacious plot however, this is not reflective of the building density of the settlement as a whole. As demonstrated on the submitted site layout plan the proposed dwellings would be a similar scale and density to the neighbouring dwellings to the north (Ridgecrest, Field House, and Thorpe Acre), which they would be viewed within the immediate context of.
- 8.5.4 It is considered that the design of the proposed dwellings would echo the farming routes of Thorpe Arnold, an approach which is considered appropriate to the edge of settlement location of the site. The use of red bricks and grey roofing materials, which are widespread within the settlement, is welcomed. Charred timber cladding would provide articulation and cohesion to the new dwellings, and would help the buildings better assimilate within their landscaped setting adjoining the open countryside. The majority of the mature trees within the site would be retained, and so would the hedgerows. A new native hedgerow would be planted along the site's southern boundary to separate it from the retained paddock. Gabled dormers are a common architectural feature visible within Thorpe Arnold therefore their use within the site is considered appropriate.

- 8.5.5 The new dwellings would be set back from Lag Lane therefore, other than the proposed access road, the majority of the site would be screened from the street scene by the neighbouring dwelling houses and highway hedgerows. The access would be finished in a hard bound material and measure 4.8m in width, by approximately 50m in length. The appearance of the access would be softened by the proposed hedgerow and screen planting.
- 8.5.6 The application site slopes down from the existing entrance to Cedarwood so that the site sits lower than the neighbouring dwelling houses further mitigating any perceived visual impact or loss of amenity. The application site does not form an area of open space which is identified as making a significant contribution to the character of the settlement. It does form part of important view (a) out of Thorpe Arnold. The view has been identified as: “giving long-distance views across open countryside towards Melton Mowbray, Burton Lazars and in the distance the high point of Burrough Hill.” The proposed dwellings would be located behind this viewpoint and so would this open view would be respected in accordance with NP policy ENV12.
- 8.5.7 For the reasons outlined above it is considered that the proposal would be sympathetic to the character of the area and raise the standard of design in accordance with policy D1 and would preserve the distinctive character of the area in accordance with policies EN1 and EN6 and Neighbourhood Plan policies H6 and H8
- 8.6 **Impact on residential amenity**
- 8.7 Local Plan policy D1 seeks to ensure the amenity of neighbours and neighbouring properties should not be compromised. Neighbourhood Plan policy H6 provides development should not have an unacceptable impact on general amenity.
- 8.8 Neighbourhood Plan H8 supports windfall development subject to criteria including: “It does not adversely impact on the character of the area, or the amenity of neighbours and the occupiers of the dwelling.”
- 8.8.1 The proposed development would be bounded by dwelling houses to the north and west. Its impact upon neighbouring occupiers has been raised as a concern. The front elevations of the dwellings in plots 1 and 2 include first floor principal windows, the separation distance between them and the facing elevations of the dwellings to the west, Mowbrae and White Gables exceeds the 21m separation distance recommended to protect amenity in the ‘Design for Development’ SPD. The west side elevation of plot 4 faces White Gables, it includes no first-floor openings and at ground floor level only high-level windows fitted with obscure glass are proposed.
- 8.8.2 The dwelling within plot one would be located to the south of Ridgecrest, the neighbouring dwelling is separated from the site by an access road. The proposed dwelling includes a high-level kitchen window located 5.5m from the boundary with the neighbouring dwelling, and two full height openings serving a dining room located 10m from the same boundary. No first-floor windows are proposed in this elevation. For these reasons it is considered that the proposal would not result in overlooking or loss of privacy to neighbouring occupiers.
- 8.8.3 The layout of the plots, the floor plans, and location of openings ensure sufficient separation distances are provided between the proposed dwellings. The new dwellings are orientated so most of the openings overlook their associated private amenity spaces. As a result, the scheme would provide high quality residential amenity in accordance with Local Plan policy C9.

8.8.4 Neighbours feel the siting of the bins is antisocial. Bin storage is shown within the residential curtilage of the proposed dwellings. The sites are not sufficiently constrained that the location of secure bin storage areas would need to be secured via a condition. A bin collection point for the dwellings within plots 2-4 are shown at an appropriate distance from the highway. Bins would not be stored in this location other than on refuse collection days. The concerns raised by neighbours are noted however, it is not considered that the siting of the bin storage areas, or collection point would be intrusive upon the amenity of the neighbouring dwellings.

8.9 **Climate Change and Energy Efficiency**

8.9.1 Local Plan policy C9 seeks to provide: “d. ‘Healthy Homes’ that are affordable, easy to warm, have good natural light, decent space (internal and external), exploit views, safe from flooding and overheating, and are adaptable to people’s changing circumstances that can occur over a lifetime;”

8.9.2 Policy E8 requires new development proposals to demonstrate how the need to mitigate” and adapt to climate change has been considered. Policy E9 requires major development “to demonstrate how the need to reduce carbon emissions has influenced the design, layout and energy source used, subject to viability.”

8.9.3 A statement has been submitted on behalf of the applicant dated 03.02.2023 which sets out how the proposed scheme meets with the above policies. Of key importance is that principal openings are included where possible in east facing elevations as it is subject to the lowest level of solar gain, and openings included in the west and south elevations, which are subject to higher levels of solar gain are shaded by planting or architectural features.

8.9.4 Sustainable drainage methods including new soakaways, and rainwater harvesting using water butts are proposed. The dwellings will include space for home working which reduces the need for as many vehicle trips and makes the property more adaptable for residents changing circumstances.

8.10 **Other Matters**

8.10.1 The application form indicates that foul sewage would be disposed of via the mains sewer and connect to the existing drainage system. Officers understand that the existing sewage system includes a vacuum pump which according to local residents has at times overflowed, however, Severn Trent state they are not aware of any issues. Severn Trent didn’t provide a response to the consultation, but direct contact has been made and no objection has been raised. Taking into account the site’s location within Flood Zone 1, lowest risk of flooding, and given the scale of the proposed development it is considered appropriate to secure a drainage scheme via a condition.

8.10.2 Sufficient information has been submitted within the Archaeological Evaluation dated February 2023 to demonstrate the proposal would not have a significant direct or indirect impact upon any known or potential heritage assets. It is noted that County Council Archaeology do not object.

8.10.3 The Extended Phase 1 Habitat Survey demonstrates the site has minimal ecological value with the majority of the area consisting of a maintained residential garden and the rest a species poor field. The scheme includes the retention of hedgerows and mature trees. On the advice of County Council Ecology the inclusion of a condition, that no development shall take place until an ecological mitigation and enhancement strategy has been submitted and approved in writing, has been recommended.

8.10.4 The impact of construction vehicles and works on the amenity of neighbouring occupiers would be a short lived impact. Given that the implementation of the new access off Lag Lane is the most time critical element of the proposed scheme it is likely that it would be constructed first and so would be available for construction traffic. The LHA has not requested the submission of a traffic management plan therefore, despite the concerns raised by local residents, it is not considered necessary to secure one via a condition.

9 Conclusion & Reason for Recommendation

9.1 The principle of residential development in this location is supported by Local Plan policy SS2 and Neighbourhood Plan policies H1 and H8. Furthermore, the proposed housing mix would meet with the requirements of Neighbourhood Plan policy H2, which is weighted towards smaller houses and bungalows, particularly those suitable for older people.

9.2 The proposal would be sympathetic to the character of the area, raise the standard of design and would preserve the distinctive character of the area. An adequate level of amenity would be provided for future occupiers without compromising the amenity of the neighbouring occupiers.

9.3 Greater certainty exists around the implementation of the MMDR than at the time this application was submitted. It is understood that it would not be possible to implement the proposed scheme once the approved MMDR works are completed which, for Lag Lane, is expected to be winter 2025. The identified departures from the LHDG have been fully justified, and the provision of the proposed turning head is viewed as a planning gain. Following amendments to the site access along Lag Lane the proposed scheme would be served by a safe and suitable access, and sufficient on-site parking and turning space would be provided.

9.4 It has been demonstrated that the design of the proposed development has taken its impact upon climate change into consideration, as well as introducing energy efficient measures. The internal layout of the proposed dwellings with space for home working and ground floor bedrooms and bathrooms makes them adaptable to the changing needs of the occupiers.

9.5 There is no evidence to suggest that it would not be possible to connect the new dwellings to the existing mains sewerage network. The proposed scheme would not have a harmful impact upon archaeology, and subject to the inclusion of a suitably worded condition would enhance the site's ecology.

9.6 Overall, the proposed scheme is considered to represent sustainable development in accordance with Local Plan policy SS1. There are no material considerations which indicate otherwise; therefore the proposed development should be approved without delay.

10 Planning Conditions

10.1 The development shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by S51 of the Planning and Compulsory Purchase Act 2004.

10.2 The development hereby permitted shall be carried out in accordance with following approved drawings and documents:

8505 03 01 Rev P1 received 13.09.2022

LLTA-BSP-XX-XX-T-H-0002-P01_RSA received 31.01.2023

LLTA-BSP-XX-XX-T-H-0003-P01 received 31.01.2023

LLTA-BSP-XX-XX-D-H-0003-P04 received 31.01.2023

8505 3 10 Rev P1 received 09.02.2023

8505 3 20 Rev P1 received 09.02.2023

8505 3 30 Rev P1 received 09.02.2023

8505 3 40 Rev P1 received 09.02.2023

LLTA-BSP-XX-XX-T-H-0001-P05 received 11.07.2023

LLTA-BSP-XX-XX-T-H-0005-P03 received 11.07.2023

8505 3 05 Rev P2 received 11.07.2023

8505 3 06 Rev P2 received 11.07.2023

LLTA-BSP-XX-XX-D-H-0001-P04 received 21.09.2024

LLTA-BSP-XX-XX-D-C-0210-P08 received 21.09.2024

Reason: For the avoidance of doubt and to ensure that the development is in accordance with Policies EN1, EN6, IN2 and D1 of the Melton Local Plan, and the National Planning Policy Framework (December 2023).

- 10.3 No development shall take place until an ecological mitigation and enhancement strategy has been submitted to and approved in writing by Melton Borough Council as the Local Planning Authority. It shall expand upon Section 3.3 (Ecological Constraints and Opportunities) in the Extended Phase 1 Habitat Survey (CBE Ecology, August 2022). Any enhancement measures (such as bird/bat boxes) need to be shown on all relevant submitted plans/elevations. All works shall proceed strictly in accordance with the approved scheme.

Reason: To ensure the development contributes to the protection and enhancement of biodiversity on the site having regard to policy EN2 of the Melton Local Plan and policy ENV9 of the Waltham on the Wolds and Thorpe Arnold Neighbourhood Plan.

- 10.4 The development hereby permitted must not commence and no preparatory operations in connection with the development hereby permitted (including demolition, site clearance works, fires, soil moving, temporary access construction and / or widening, or any operations involving the use of motorised vehicles or construction machinery) shall take place on the site until a detailed Arboricultural Method Statement (AMS) prepared in accordance with BS5837:2012 'Trees in relation to design, demolition and construction – Recommendations', has been submitted to and approved in writing by the Local Planning Authority and all protective fencing has been erected as required by the AMS.

The AMS must include full details of the following:

- (i) The timing and phasing of any arboricultural works in relation to the approved development;
- (ii) Detailed tree felling and pruning specification in accordance with BS3998:2010 Recommendations for Tree Works;
- (iii) Details of a Tree Protection Scheme in accordance with BS5837:2012 which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent to the site which are to be retained or which are the subject of any Tree Preservation Order;

- (iv) Details of any construction works required within the root protection area as defined by BS5837:2012 or otherwise protected in the Tree Protection Scheme;
- (v) Details of the location of any underground services and methods of installation which make provision for protection and the long-term retention of the trees on the site. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, no services shall be dug or laid into the ground other than in accordance with the approved details;
- (vi) Details of any changes in ground level, including existing and proposed spot levels, required within the root protection area as defined by BS5837:2012 or otherwise protected in the approved Tree Protection Scheme;
- (vii) Details of the arrangements for the implementation, supervision and monitoring of works required to comply with the AMS.

Reason: To ensure the adequate protection of the existing trees and hedgerows on the site during the construction of the development having regard to policies EN1 and D1 of the Melton Local Plan, and policy ENV6 of the Waltham on the Wolds and Thorpe Arnold Neighbourhood Plan.

- 10.5 The development hereby permitted must not commence until a scheme for the disposal of foul and surface water has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted must not be occupied or first brought into use until the drainage scheme has been implemented and completed in accordance with the approved details.

Reason: To ensure a satisfactory standard of development in terms of the disposal of foul water and to ensure that the development increases water attenuation/storage on the site and minimises the risk of flooding elsewhere having regard to Policy EN11 of the Melton Local Plan.

- 10.6 The development hereby permitted must not proceed above the damp proof course level until details of the type, texture and colour of the materials to be used in the construction of the exterior of the development have been submitted to and approved in writing by the Melton Borough Council as the Local Planning Authority. The development must only be constructed in accordance with the approved materials.

Reason: To ensure the appearance of the development is satisfactory having regard to policy D1 of the Melton Local Plan and policy H6 of the Waltham on the Wolds and Thorpe Arnold Neighbourhood Plan.

- 10.7 The development hereby permitted must not be occupied or first brought into use until a written scheme the hard and soft landscaping of the site (including the location, number, size and species of any new trees/shrubs to be planted) has been submitted to and approved in writing by the Local Planning Authority.

Thereafter the scheme must be carried out and completed in accordance with the approved details no later than during the first planting season (October – March) following either the substantial completion of the development hereby permitted or it being brought into use, whichever is sooner.

If, within a period of 5 years of from the date of planting, any tree or shrub planted as part of the approved scheme is removed, uprooted, destroyed, dies or become diseased or

damaged then another tree or shrub of the same species and size as that originally planted must be planted in the same place during the next planting season following its removal.

Once provided all hard landscaping works shall thereafter be permanently retained throughout the lifetime of the development.

Reason: To ensure the development creates a visually attractive environment and to safeguard against significant adverse effects on the landscape character of the area having regard to Policies D1, EN1 and EN6 of the Melton Local Plan, and the National Planning Policy Framework (December 2023).

10.8 No part of the development hereby permitted shall be occupied until the access arrangements shown on BSP Consulting 'Proposed Road Widening, Turning Head and Upgraded Site Access' drawing (reference LLTA-BSP-XX-XX-D-H-001 Rev. P08) have been implemented in full.

Reason: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with Melton Local Plan policies IN2 and D1 and the National Planning Policy Framework (December 2023).

10.9 No part of the development hereby permitted shall be occupied until vehicular visibility splays of 2.4 metres by 33.0 metres have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

Reason: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with Melton Local Plan policies IN2 and D1 and the National Planning Policy Framework (December 2023).

10.10 The development hereby permitted shall not be occupied until such time as the parking and turning provision have been implemented in accordance with HSSP Architects 'Demolitions and Proposed Site Plan' drawing (reference 8505 03 05 Rev. P2). Thereafter the onsite parking (and turning) provision shall be kept available for such use in perpetuity.

Reason: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally and to enable vehicles to enter and leave the site in a forward direction in the interests of highway safety and in accordance with Melton Local Plan policies IN2 and D1 and the National Planning Policy Framework (December 2023).

10.11 No part of the development shall be occupied until such time as the offsite works shown on BSP Consulting 'Proposed Road Widening, Turning Head and Upgraded Site Access' drawing (reference LLTA-BSP-XX-XX-D-H-001 Rev. P08) have been implemented in full.

Reason: To mitigate the impact of the development, in the general interests of highway safety and in accordance with Melton Local Plan policies IN2 and D1 and the National Planning Policy Framework (December 2023).

11 Informatives

11.1 The Applicant is advised that it is an offence under Section 148 and Section 151 of the Highways Act 1980 to deposit mud on the public highway and therefore the Applicant should take every effort to prevent this occurring.

- 11.2 The Applicant is advised that it is an offence under Section 184 of the Highways Act 1980 to drive a vehicle across the kerb and footway in order to gain access to a property unless a properly constructed dropped kerb crossover is in place. The Applicant should be mindful that if the planning application is successful, for a vehicular access to be created within the public highway, separate approval must be obtained from the Local Highway Authority. Further information can be found using the Leicestershire County Council Vehicle Access (Dropped Kerbs) Information Pack (available at <https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2019/6/21/VA1-Information-Pack-June19.pdf>). Whilst planning permission may be granted, the application for a licence may be refused if it does not fulfil the criteria.
- 11.3 Although the submitted protected species survey found no evidence of bats, it points out that there is the possibility that they may be found behind pantiles etc. You are reminded that it is an offence under the Countryside and Wildlife Act 1981 to interfere with bats or their roosts and you are advised to follow the procedure as outlined in the survey report. If evidence of bats is found, you should stop all work immediately and contact Natural England on 0300 060 3900.

12 Financial Implications

- 12.1 None

Financial Implications reviewed by: N/A

13 Legal and Governance Implications

- 13.1 None

Legal Implications reviewed by: Tom Pickwell (Deputy Monitoring Officer)

14 Background Papers

- 14.1 The planning history is contained within Section 3 of the report and the details of which are available to view on line.