

19/00377/REM Field OS 0002, Leicester Road, Melton Mowbray

Development of 266 dwellings with associated landscaping and drainage

Applicant: Pegasus Group

1. Summary:



The application site comprises of approximately 13.5 hectares of agricultural land, and is the northern part of a larger parcel of land totalling 23.2 hectares between Leicester Road to the north and Kirby Lane to the south. The whole site was granted outline planning permission with all matters reserved apart from access for up to 520 dwellings in 2016. This was varied by a Section 73 application in 2017 to allow the site to be delivered in phases. **This application relates to the north part of the site only, for 266 dwellings.** Members will note that a further full planning application (ref 19/00376/FUL) has been submitted by the applicant for additional dwellings to the west of this site, however this will be determined at a later date.

To the north the site is bound by Leicester Road with residential development and the Baptist Church facing the site. To the east there are existing residential dwellings and to the south the site meets the southern phase proposed by Barratt Developments (ref 19/00245/REM). To the west the site abuts the dismantled

railway and Leicester Road, and the far northern corner of the Leicester Road Industrial Estate. The application site and further land to the south is allocated as part of the Melton South Sustainable Neighbourhood (MSSN).

This application is intended to follow on the principles established by the previously granted outline planning permission. This application seeks planning permission for the approval of reserved matters related to, appearance, landscaping, layout and scale attached to outline approval 15/00910/OUT and 17/00717/VAC for the erection of a total of 520 dwellings; this relates to one phase of the development.

By way of background a reserved matters application deals with some or all of the outstanding details of the outline application proposal, in this case these reserved matters relate to the following;

Appearance - aspects of a building or place which affect the way it looks, including the exterior of the development

Layout - includes buildings, routes and open spaces within the development and the way they are laid out in relations to buildings and spaces outside the development

Landscaping - the improvement or protection of the amenities of the site and the area and the surrounding area, this could include planting trees or hedges as a screen

Scale - includes information on the size of the development, including the height, width and length of each proposed building.

The details of the reserved matters application must be in line with the outline approval, including any conditions attached to the permission.

Members should also note that the permitted outline permission was subject to a S106 agreement.

2: Recommendations:

It is recommended the application is APPROVED, subject to the :

- (i) Conditions recommended in Appendix B

3: Reasons for Recommendation:

1. The application site is allocated for housing and outline planning permission for

the development has been granted. The principle of the access and the number of units proposed were debated, considered and approved by Members at the outline stage.

2. The proposal as revised would result in a form of development that would be sympathetic to the character of the locality by virtue of its appearance, landscaping, layout and scale and would not unduly compromise residential amenity or be prejudicial to highway safety. For these reasons, the proposal is considered to comply with the relevant paragraphs of the NPPF, the National Design Guidance, and Policy D1 of the Melton Local Plan which requires all new development to be sympathetic to the character of the area in which the site is located.

4: Key factors:

Reason for Committee Determination

This application is being considered by the Committee in view of major significance and scale as an allocated site in the Local Plan.

Relevant Policy Context

The purpose of the planning system is to contribute to the achievement of sustainable development. The planning system is plan-led. Section 38(6) of the Planning and Compulsory Act 2004 law requires that applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise.

The Melton Local Plan 2011-2036 was adopted on 10th October 2018 and is the Development Plan for the area.

Please see Appendix C for a list of all applicable policies

National Design Guide (October 2019)

This guidance was published in October 2019 and sets out the characteristics of well-designed places and demonstrates what good design means in practice. The guide seeks to introduce a national standard for local authorities to adhere to in terms of achieving better designed homes. It sets out ten principles of good building, with the importance of beauty at the heart. It argues that a well designed plan should enhance the surroundings, be attractive and distinctive, fit into a coherent pattern of development, enhance and optimise nature, and provide safe, social and inclusive public spaces.

Relevant History

The site is allocated for residential development in the Melton Local Plan and outline permission for 520 units has been secured.

15/00910/OUT - Outline application for residential development (up to 520 dwellings) and associated infrastructure (all matters except access reserved for subsequent approval) approved in October 2016 subject to conditions (including a scheme for the provision of affordable housing) and the completion of a legal agreement securing the following:

- A strategic highways contribution of £8653 per dwelling - £4,500,000
- Travel Packs at £52.85 per dwelling - £27,482
- 6 month bus passes, two per dwelling £360.00 per pass - £187,200
- A Travel Plan monitoring fee of £11,337.50
- A contribution of £6,000 towards the short term and long term traffic light ('SCOOT validation') for the Thorpe Rd / Saxby Rd, Norman Way / Scalford Rd and Norman Way / Wilton Rd strategic junctions in Melton Mowbray town centre - £6,000
- A contribution of £500,000 towards a public transport bus service providing access to Melton town centre on a 30 minute frequency (Monday to Saturday) and 60 minute frequency on a Sunday.
- Education (secondary): £530,034.68
- Civic Amenity: £42,983
- Libraries: £15,690
- Police: £176,834
- A County Monitoring Contribution £4,893.20

This application was varied by way of S73 application to allow the site to be delivered in phases, reference 17/00717/VAC. A Deed of Variation was completed to the above S106 agreement.

Main Issues

The key issues for this application are considered to be:

- Impact of appearance, landscaping, layout and scale upon the character of the area
- Transportation within the site layout – provision for bus route etc.
- Drainage arrangements as part of the layout
- Impact upon residential amenities from the reserved matters proposed.

5: Report Detail

5.1 Principle of development

With regard to Housing Allocations, Local Plan Policy C1 (A) (Ref – MSSN) and SS4 of the Local Plan allocates the site for residential purposes. The principle of the development along with details of access and maximum numbers were therefore

established at outline stage and is not for determination at this time.

Details of access which covers accessibility for all routes to and within the site, as well as the way they link up to other roads and pathways outside the site have already been approved and are not for determination at this time.

The scheme is considered to be in accordance with Policies set out within SS2 and SS4 (South Sustainable Neighbourhood) of the Melton Local Plan.

With regard to the acceptability of the submitted reserved matters details, this is addressed below, where the proposal is assessed against the other policies of the Melton Local Plan.

5.2 Impact of appearance, layout, scale upon the character of the existing landscape and surrounding countryside

Policy D1 of the Melton Local Plan requires new development to be of high quality design. It requires developments to respect and enhance the character of the area, having regard to scale, massing, height, landscape layout, materials and the protection of amenities.

In such areas the revised NPPF requires planning decisions to be responsive to local circumstances and support housing proposals that reflect local need. The NPPF identifies the creation of high quality places and buildings as being fundamental to what good planning should achieve. The revised NPPF sought to strengthen design policy particularly to aid housing delivery. Good design in turn is viewed as a key aspect of sustainable development, and the National Design Guidance further reinforces this.

The revised NPPF specifically requires design quality to be considered throughout the evolution and assessment of individual proposals and has sought to strengthen design policy particularly to aid housing delivery. Developments are required to be visually attractive as a result of good architecture, layout, and appropriate and effective landscaping. The revised NPPF states that planning permission should be refused for development of poor design. Just as importantly, the NPPF requires planning authorities to ensure that the quality of approved developments does not become materially diminished between permission and completion, as a result of changes being made to the permitted scheme.

In assessing this proposal, the development seeks to build on land which is currently open and exposed, but has been subject to significant archaeological works due to the requirements of the outline planning permission. Any development of this important site should be designed not only to protect the amenities of surrounding residential occupiers to an acceptable level but also consider the impact upon the wider area.

Layout:

The development has sought to build and improve on the illustrative layout plan considered at the outline stage. The site currently forms open agricultural land, the perimeter in part is marked by some hedging/planting and trees forming an

established boundary. This development would have an important impact on the character of the locality.

The development as revised essentially consists of predominantly two storey dwellings, some two and a half storey dwellings, and eleven dormer bungalows arranged around a primary vehicular access point from Leicester Road, which will eventually connect to the site to the south accessed from Kirby Lane. This is a spine road with a carriageway width of 6.75 metres through the development, proposed to link into the development proposed by Barratt Developments to the south. The spine road leads off into other roads, with one loop road to the west, with the remaining being a series of cul de sacs and private driveways. The plot sizes remain largely uniform in terms of scale but there is diversity in the general design and appearance of the individual dwellings. The scale and density of the development proposed is acceptable with regard to maximising land use.

The applicants have approached the spine road appearance in a way that will create a welcoming aspect to the development, with trees and verges separating the footway from the carriageway on one side of the road, with the footpath adjacent the carriageway on the opposite side. Unallocated visitor parking bays have been introduced along the spine road in an effort to reduce problematic on-street parking, and on some plots around the development where there is tandem parking proposed, 'grass-crete' (or similar) to the front of the dwelling has been introduced to provide additional off-road parking. This helps to give the development an open feel, being mainly landscape-led with planting and green spaces.

The submitted housing scheme has been revised since its submission to improve the design, particularly following a design review that was undertaken in September 2019. Members should note that a design workshop between Officers and the applicant's team have taken place, inputting the views of Members. The applicants have responded positively and remain committed to securing a high quality development for the site. The latest revised plans enhance the pedestrian connectivity routes through the site, particularly along the western side, and the parking arrangements at a number of dwellings on and around the spine road in an attempt to reduce on street parking issues that may occur from tandem parking arrangements. The following design changes to the appearance and layout of the scheme have been secured:

- The layout has moved the play area to the south of the site (highest point) where there is good natural surveillance and good access for occupiers of the development.
- Introduction of more planting, along the spine road there are now two areas of feature trees proposed.
- The main avenue would appear less regimented, feature buildings have been included at key locations.

The revised layout has sought to contribute to the enhancement of good design principles and the current development provides for the creation of attractive frontages along the main street and allows for a defined street scale through out the development.

Space has also been designed to allow for enhanced semi mature street trees and general planting which is controlled by condition. The applicants have accepted the need to provide landscaping and boundary treatment including the provision of good quality street trees to prevent the scheme looking sparse and urban in form. The main street would have medium sized ornamental trees, and would have a mix of semi-detached and detached dwellings with a slightly higher density feel than the 'Green Frontage' character area, portraying a more formal townscape character. In the Green Frontage character areas mature trees and hedges will be retained, housing will front onto public green spaces and the development will have a more 'rural' feel. Planting will be supplemented by native tree and hedgerow planting, with the interface between private and public space defined by hedgerows, timber fence, railings or knee rails. Pages 10 & 11 of the submitted Design Code give the details regarding the proposed planting.

On the whole the layout maintains a back to back relationship which allows for adequate levels of privacy for future residents and the overlooking of public space. Each dwelling unit would benefit from having its own usable sized private garden and sufficient parking provision to represent the number of bedrooms proposed. With regard to appearance the proposed dwellings would be varied and of modern appearance and of brick and tiled construction. In terms of the proposed materials, in general red bricks of various textures to represent the different character areas. Roofs would be mostly grey or brown, with some in red.

The applicants have sought to create vistas and individual landscaped characters throughout the proposed development, utilising various design techniques to enhance the residential environment for future occupiers. Feature / key buildings are positioned at entry points and use a variety of techniques, some being taller to frame the streets and junctions; some have larger setbacks, acting as markers to increase legibility. Where dwellings are positioned on corners, they provide active frontages to both streets. This will help to create an attractive streetscene. All dwellings are proposed to be constructed of a range of red bricks, reminiscent of the wider area and Borough generally. Roofs will be a mixture of grey or red tiles. Materials can be conditioned to ensure that the development is built out in the manner that it has been proposed.

The scheme proposes to utilise the line of the existing hedgerow through the site to the east to provide a formal pedestrian link through the site on a north / south axis. There is at present a public footpath which runs through the site on a diagonal, and it is proposed to relocate that right of way to this new line, which will link into Goldspink Close where the present footpath already runs. In addition, there is a green link created also on the north / south axis towards the west of the site to give greater connectivity through the site. These features would combine to result in improved biodiversity in comparison to the somewhat 'sterile' condition of the site in its intensive agricultural use, in accordance with Policy EN2.

There is a hedgerow which runs along the eastern boundary of the site which backs onto residential dwellings on Honeysuckle Way. Residents have raised concerns regarding the hedgerow which is outside of the submitted red line plan. The hedgerow is under the control of Bellway Homes (the applicant) and as such will be maintained by them. As the hedgerow is beyond the red line no works to it can be

conditioned as part of the development.

This revised scheme would respect the visual relationships of its immediate locality. It is concluded that the proposal as revised has been largely designed to fit into its surrounding context. The principle of residential development has been previously accepted and the proposal with safeguarding conditions would not detract from the principles previously agreed in the outline planning permission. **The layout is considered to accord with Policy D1 of the Melton Local Plan.**

In addition to the housing, the layout plan indicates an area for the sustainable attenuation works/ponds to be provided to the north of the site. This area also offers a further opportunity to enhance the site and provides opportunities for biodiversity improvements. The final details of its appearance and design are controlled by a landscaping condition.

5.3 Transportation Matters

Details of accesses onto Leicester Road (and Kirby Lane) were agreed at outline stage. The scheme as amended takes the form of a well thought out housing estate arranged around a highway network to specifically meet the requirements of the Highway Authority.

Further to Member's comments being received regarding car parking, as stated above the applicant has added additional parking provision at various plots in addition to the formal tandem parking at the side of the dwellings. This has been marked on the site layout plan with an X in the front / side gardens. It is proposed that these are areas of 'grasscrete' or similar, to allow for additional resident / visitor parking to ensure that there is minimal on street parking in the development. The proposed material for this parking arrangement would also be a condition of the development.

The Local Highway Authority has raised an objection to the proposal based on plans submitted in October 2019. The objection mainly relates to gradients, speed control features, parking, bend widening etc. Subsequently, the applicant has submitted amended plans which at the time of writing are out for consultation. It is expected that these plans will meet the Highway Authority's requirements; a verbal update will be provided at the Planning Committee meeting.

5.4 Drainage

Drainage has been agreed at outline stage and therefore does not form part of the Reserved Matters submission, however it is noted that this issue has raised some local concern, particularly since the site has been subject to archaeological works which have removed the top soil. The revised NPPF recognises that inappropriate development in areas of risk of flooding should be avoided. Where development is necessary it should be made safe for its lifetime without increasing flood risk elsewhere.

Surface water drainage from this site, post development, will be managed on site, without increasing the risk of flooding elsewhere, and there would be significant

benefits to the implementation of a drainage system on the site, compared to the current uncontrolled drainage situation.

The development includes surface water attenuation measures which would be delivered through the creation of a new attenuation basin located in the north of the application site. With this in mind the developers have opted for an environmentally friendly approach to managing rainfall that uses landscape features to deal with surface water. This sustainable urban drainage (SuDS) approach also aims to:

- Control the flow, volume and frequency of water;
- Prevent pollution by intercepting silt and cleaning runoff from hard surfaces;
- Create opportunities for biodiversity
- Provide an attractive surroundings for the community

Members should particularly note that the surface water runoff from the proposed development will be controlled. The SuDS has been designed to prevent flooding of the development and control the flow of water from the site drainage system. This will be achieved as follows.

The surface water drainage system for the new development will collect surface water from the proposed roads, roofs and driveways before discharging it into the proposed sustainable drainage basin in the south-east corner of the site. The basin will act as a detention area for the storm water. The outfall will connect into the piped section underneath Leicester Road which then flows into an area north of the site adjacent the disused railway line.

Local residents have evidenced recent incidences of rainwater running towards Trent Bank. At present water is allowed to flow unrestricted/uncontrolled from the site as there is no pond for storage on site and there is no restriction to the rate of runoff which has worsened since the archaeological works were undertaken. The general conclusion is that the development proposals, will alleviate the problem by implementing a controlled drainage system.

The arrangements are considered to be effective in terms of managing surface water without resulting in increase in flood risk elsewhere and as such comply with Policies EN11 and 12.

Other Issues

5.5 Impact upon residential amenities

It is considered the proposal would comply with Policy D1 of the Melton Local Plan which requires new development to ensure that the amenity of future occupiers and of neighbouring properties should not be compromised. Concern has been raised by residents of Honeysuckle Way with regard to the location, proximity and size of dwellings along the eastern boundary of the site. This was raised with the developers and amendments were made to that corner of the development. In addition, proposed eaves and ridge heights were submitted and two sections through the site have been consulted upon.

Furthermore, the differences in land levels are not so significant to have an adverse impact upon the amenity of the occupants of those dwellings along Honeysuckle Way.

This development would achieve a separation distance of between 22 and 26 metres between the rear of the existing dwellings along Honeysuckle Way and the proposed dwellings along that boundary. The separation distances are in excess of any guidelines stipulated by good planning practice and would comply with requirements of Policy D1 of the Melton Local Plan and the revised NPPF which promotes the pursuit of high quality inclusive design. This element of the proposal is considered acceptable.

5.6 Affordable Housing

Members should note that the outline permission has a condition requiring the developer to submit a scheme for the provision of affordable housing for the approval of the local planning authority. This will include details of the tenure of the affordable housing, which is not for debate as part of this reserved matters application. The affordable housing proposed is of the correct size, 'pepperpotted' throughout the development in small clusters, and broadly meets with the requirements of Table 8 of the adopted Local Plan.

There are 40 affordable homes on this phase of the development, which is 15% of the development, as agreed at outline permission.

5.7 Conclusion

The previous outline planning permission effectively established the principle of the nature and form of the development proposed. Taking the proposal as a whole, it is considered that the revised proposals have been designed to be sympathetic to the local character and would result in the creation of a pleasant and balanced neighbourhood and forms a natural extension to the adjacent development, with a mixture of dwelling types being provided subject to conditions securing further details. The details relating to the appearance, landscaping, layout and scale are considered appropriate. It is considered that the proposal would comply with Policy D1 of the Melton Local Plan which requires new development to be of high quality design where siting and layout must be sympathetic to the character of the area and the aims and objectives of the revised NPPF.

The development is considered acceptable for the following reasons;

- The principle of residential development is supported on policy grounds and the site has been allocated in the Local Plan for housing;
- The development would deliver local housing need and in particular deliver some affordable housing in Melton Mowbray;
- The proposed design solution as amended provides an appropriate contextual design response;
- The proposal would not harm the amenities neighbouring properties and
- The County Council in their capacity as the Lead Local Flood Authority are

satisfied with the design solutions in terms of the risks of surface water drainage.

Consultation & Feedback

Surrounding occupiers were notified and site notices posted at three locations around the site and adjacent land.

13 Letters of representations/objection were received from 6 households in connection with the application.

These concerns can be summarised as follows;

Scale / Levels

The levels of the plots backing onto Honeysuckle Way are significantly higher than Honeysuckle Way. A resident of a bungalow objects as there would be a large 4 bedroom home backing onto their bungalow, and they believe that this would be some 12 feet (3.5 metres) higher due to the ground levels. This would result in a fence reaching 18 feet above the existing fence at the rear of the garden (5.5 metres).

Houses proposed backing onto Honeysuckle Way should be bungalows as this would be far more acceptable and would not reduce the light available to homes on Honeysuckle Way. These are also more desirable for older and disabled persons.

Are there any bungalows – if so, where are they?

The sections provided don't look at all of the houses along Honeysuckle Way, for instance no 25 Honeysuckle way is a bungalow, with a ridge height of half that of 19 Honeysuckle. If the new build is of a similar size no 25 will be dwarfed by it. Has consideration not been given to the fact that there are bungalows at the end of Honeysuckle Way?

Drainage

Concerns relating to the rainwater drainage from the development will run off onto properties on Honeysuckle Way as the houses will be higher on the hill. The correct drainage needs to be put into place.

There is flood water lying on one spot, it all needs storm drain fitted to the River Wreake.

Affordable Housing

How many of these houses will be affordable housing and housing association homes?

Highways / Public Rights of Way

The proposed junction on Leicester Road is too close to the Westleigh Development

opposite – a traffic island will solve traffic problems.

A roundabout should be installed due to the proximity to the Westleigh Development which would aid access to and from both sites.

The public footpath is not shown on its existing route – the owner of the home on the route would not like the public treading through their home.

Hedge at rear of Honeysuckle Way

Who will maintain the hedge? It is incomplete and doesn't screen very well. It would be better if it was removed, or if the new owners are conditioned to maintain it.

Relevant Financial Implications:

A S106 Agreement was signed and varied as part of outline planning applications 15/00910/OUT and 17/00717/VAC as detailed above.

Background Papers:

15/00910/OUT - Outline application for residential development (up to 520 dwellings) and associated infrastructure (all matters except access reserved for subsequent approval) approved in October 2016 subject to conditions and the completion of a legal agreement

17/00717/VAC – Section 73 application to vary conditions relating to 15/00910/OUT to allow the site to be brought forward in phases. This was subject to a Deed of Variation to the S106 legal agreement signed in respect of 15/00910/OUT.

Appendices:

- A: Summary of Statutory Consultation responses
- B: Planning Conditions
- C: List of Planning Policies
- D: Car Parking Spaces

Report Timeline:

Assistant Director Approval

21st October 2019

Report Author: Mrs Sarah Legge, Local Plans Manager

☎: 01664 502380

Appendix A : Summary of Statutory Consultation responses

LCC – Lead Local Flood Authority

Sufficient details have been submitted to support the reserved matters.

LCC Ecology

Refer to conditions attached to the outline consent requiring compliance with biodiversity requirements (conditions 18 and 19 of 17/00717/VAC). The revised landscaping plan is acceptable and the inclusion of a significant area of wildflower grassland is welcomed. All planting and seeding schedules should be submitted for approval. As required by condition 19 a Biodiversity Management Plan will need to be submitted prior to the commencement of the development to ensure that the site is managed appropriately for diversity.

NB – An Ecology Masterplan, as required by condition 18 of 17/00717/VAC has been submitted with application 19/00276/REM which relates to the spine road through the development only.

LCC – Highway Authority

Outstanding objection to the submitted plans dated October 2019, relating to gradients, parking, bend widening, speed control features etc. A revised plan has been submitted to the Highway Authority which is out for consultation now. Members will be verbally updated regarding the position of the Highway Authority at the committee meeting.

LCC – Public Rights of Way

Public Footpath E9 will need to be diverted by separate application under the Town and Country Planning Act 1990 in order for the proposed development to be accommodated. It is advisable that the application is made at the earliest opportunity as the provisions made for the Footpath are a material consideration in the planning process. The path should be 2 metres wide, surfaced in tarmac with concrete edging and a minimum 1 metre wide clear verges either side. Any stiles on the site boundary should be replaced with a gate, or gates removed where a stock proof barrier is no longer necessary. The PROW will need to be diverted during construction, however it is currently unclear from the submitted phasing plan (Pegasus P18-1312_012 Rev D) where the temporary path will be located and how this will be managed throughout construction, which is likely to be a 5 year period.

A temporary Order can be put in place for a maximum of 6 months, which under special circumstances can be extended for a year, but beyond that extraordinary circumstance would need to be demonstrated to the Secretary of State. Wherever possible, the PROW should remain open and disruption minimised.

This footpath has been designed out in the revised layout.

Leicestershire Police – Designing out Crime Officer

No objection, recommendations made in regard to CCTV, alarm systems, the height of foliage, street lighting columns, and good levels of natural surveillance.

Appendix B : Summary of conditions

1. The reserved matters hereby granted shall be completed strictly in accordance with the following approved plans and details;

Site Boundary: P18-1312-011A (dated 01/04/19)

Site Layout Plan: P18-1312-008 Q (dated 08/11/19)

Sections: LRMM/Sec1/01 & LRMM/Sec1/02 (dated 29/10/19)

Landscape Masterplan: P18-1312-101D (dated 21/10/19)

Phasing Plan: P18-1312-012D (dated 11/10/19)

House Type Pack: P18-1312-201D (dated 30/10/19)

Design Code: P18-1312-200 (dated 01/05/19)

Engineering Layout: E747-10 (dated 25/06/19)

Road & Sewer Sections: E747-23 (dated 25/06/19)

Drainage Area Plan: E747-DAP (dated 25/06/19)

Potential Overland Flow Rating: E747-OFR (dated 25/06/19)

Reason: For the avoidance of doubt.

2. Prior to the commencement of the development hereby permitted, details of the materials to be used in the construction of the external surfaces of the development hereby permitted shall be submitted to the Local Planning Authority in writing for approval. Sample panels of the proposed surfacing materials (Brickwork, tiles and surfaces for on-plot parking) at a least a metre squared (showing where appropriate the proposed coursing, method of pointing and colour of mortar) shall be erected on site for consideration and subsequent approval. The panels shall be retained on site until the completion of the works. The development shall be implemented in accordance with the approved details. In addition, details of the surfaces for on plot parking provision shall also be submitted for approval.

Reason: To protect the visual amenities of the locality and comply with Policy

D1 Adopted Melton Local Plan (MLP) 2011-2036 and comply with the aims and objectives of the NPPF.

3. Prior to the commencement of the development hereby permitted, details of a soft and hard landscaping scheme shall be submitted in writing to the Local Planning Authority for written approval. The scheme shall include the following;
- a) Fully annotated planting plans showing the locations of individually planted semi – mature trees, shrubs and hedging. Other information shall include planting schedules, noting species, plant sizes and proposed numbers and densities, method of cultivation and details of the proposed planting implementation programme and seeding schedules;
 - b) On plot planting and boundary treatment;
 - c) The landscaping, planting, boundary treatment and site level details of the public right of way / biodiversity corridor on the east of the site, running north / south;
 - d) Surfacing treatment of the pedestrian circulation areas and paths;
 - e) Within a period of 6 years from its date of planting, any tree which is uprooted, removed or is destroyed or dies or in the opinion of the Local Planning Authority becomes seriously damaged or defective then a replacement tree of the same species and size as that originally planted shall be planted in the same position, or another position approved by the local planning authority;
 - f) Details of the layout, design, biodiversity enhancement, boundary treatment and planting for the proposed drainage infrastructure;
 - g) Details of the siting of the structural planting for the play area and electricity sub station.

Reason: To protect the visual amenities of the locality and comply with Policy D1 Adopted Melton Local Plan (MLP) 2011-2036 and comply with the aims and objectives of the NPPF.

4. The landscaping details approved under Condition 3 above shall be implemented as follows:
- Individual plot landscaping to be completed prior to first occupation of the plot.
 - All other landscaping to be completed prior to the end of the first planting season following the substantial completion of the development.

Reason: To secure the satisfactory development of the site and comply with Policy D1 Adopted Melton Local Plan (MLP) 2011-2036 and comply with the aims and objectives of the NPPF.

5. Prior to the commencement of the development hereby permitted, a Construction Environmental Management Plan (CEMP) shall be submitted to

and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved CEMP. The CEMP shall include, though not necessarily be restricted to the following details;

- a) A site waste management plan;
- b) Measures to minimise and control noise, vibration, dust and fumes during site preparation works;
- c) The location, extent and duration of any temporary stockpiling areas;
- d) A programme of implementation for items (a) to (c) above.

Reason: To secure the satisfactory development of the site, protect residential amenity and comply with Policy D1 Adopted Melton Local Plan (MLP) 2011-2036 and comply with the aims and objectives of the NPPF.

- 6.** No construction activities shall take place outside the hours of 08:00 to 18:00 Mondays to Fridays or 0900 to 1400 on Saturdays and not at any time on Sundays or Bank/Public Holidays.

Reason: To secure the satisfactory development of the site, protect residential amenity and comply with Policy D1 Adopted Melton Local Plan (MLP) 2011-2036 and comply with the aims and objectives of the NPPF.

- 7.** Notwithstanding the provisions of the Town & Country Planning (General Permitted Development Order 2015 or any Order amending, revoking and/or re-enacting that Order, with or without modification. No extension or alterations relating to Class A, B, C & E of Part 1 of Schedule 2 or Part 2 Class A of Schedule 2 shall be erected without the prior written consent of the Local Planning Authority.

Reason: To secure the satisfactory development of the site, protect residential amenity and comply with Policy D1 Adopted Melton Local Plan (MLP) 2011-2036 and comply with the aims and objectives of the NPPF.

Appendix C : Applicable Development Plan Policies

Local Plan

- Policy SS1 Presumption in Favour of Sustainable Development.
- Policy SS2 Development Strategy
- Policy SS4 – Melton South Sustainable Neighbourhood
- Policy C1 (A) – Housing Allocations
- Policy C2 Housing Mix - seeks to manage the delivery of a mix of house types, tenures and sizes to balance the current housing offer;
- Policy EN2 – Biodiversity & Geodiversity seeks to achieve net gains for nature and seeks habitat creation as part of all new development proposals;
- Policy EN8 – Climate Change states all new development proposals will be required to demonstrate how the need to mitigate and adapt to climate

change has been considered:

- Policy EN9:- Energy Efficiency/ Low Carbon developments required to demonstrate how carbon emissions have been reduced;
- Policy EN11 - Minimizing Flood Risk seeks to ensure development proposals do not increase flood risk and will seek to reduce flood risk to others:
- Policy EN12 – Sustainable Drainage Systems seeks to ensure that properties are not at risk from surface water flooding allowing for climate change effects.
- Policy IN2: Transport, Accessibility and Parking