

Outline Application

Grant Conditionally

RPS Planning & Development
Highfield House
5 Ridgeway
Quinton Business Park
Birmingham
B32 1AF



Details of Application

APPLICATION NO: P/14/1833/2

PROPOSAL:

Outline planning permission for residential development up to 3,200 dwellings; up to 16 ha of employment land of B1/B2 and B8 uses; a mixed-use Community Hub of up to 4 ha comprising a local convenience retail unit (2,000 sqm); up to 1,000 sqm of other A1 retail, A2 financial and professional services, A3 food and drink, B1 business and D1 uses, sites for Gypsy, Travellers and Travelling Showpeople provision totalling 1 ha; 2 primary schools up to 2 ha each; strategic open space including allotments; access roads and new Strategic Link Road; open space/landscaping and associated works; principal means of access; restoration of Garendon Park and assets; all other matters to be reserved.

LOCATION:

Land at West of Loughborough, Loughborough, Leicestershire

APPLICANT

William Davis Ltd & Persimmon Homes (North Midlands)

Details of Decision Please Read All the Information in this Decision Notice.

Charnwood Borough Council has considered this application under the Town and Country Planning Act, 1990, and grants permission for the development described in the submitted documents and on any accompanying plans and drawings.

This permission is granted subject to the following Conditions and Reasons why they have been imposed

1. The development shall commence within five years from the date of this permission, or before the expiration of two years from the date of the approval of the last of the reserved matters, whichever is the later.
REASON: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The first application for approval of reserved matters for the first Phase of development (as detailed pursuant to the phasing programme to be approved pursuant to condition 9) shall be submitted no later than three years from the date of this permission and all subsequent reserved matters application shall be submitted by no later than fifteen years from the date of this permission.
REASON: To comply with the requirements of Section 92 (5) of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

3. No development shall commence and no development within any sub phase /development parcel (as detailed in the phasing programme to be agreed under condition 9 below) shall commence unless details of the appearance, landscaping, layout , access to and scale together with details of housing mix (including mix, type and tenure) ("the reserved matters ") of the relevant sub phase/ development parcel (as detailed in phasing programme to be agreed under condition 9 below) of development have been submitted to and approved in writing by the local planning authority. The reserved matters detailed shall be in accordance with the approved parameter plans listed in Condition 4 (below). The development shall be carried out in accordance with the approved details.
REASON: To comply with the requirements of Section 92 (5) of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

4 The development hereby approved shall not be carried out other than in accordance with the following plans and approved documents and provisions therein:

- Parameters Plan A - Application Boundary FPCR Drawing Reference No. 1005/L/201
- Parameters Plan B - Land Use FPCR Drawing Reference No. 1005/L/202 Rev A
- Parameters Plan C - Building Heights & Density FPCR Drawing Reference No. 1005/L/203 Rev A
- Parameters Plan D - Access FPCR Drawing Reference No. 1005/L/204 Rev C
- Parameters Plan E Green Infrastructure FPCR Drawing Reference No. 1005/L/205 Rev A

The development hereby approved shall also not be carried out other than in accordance with the following documents/plans, unless otherwise agreed in writing by the local planning authority:

- Design and Access Statement August 2014
- The Submitted Masterplan (FPCR Drawing Reference No. 1005/L/04 Rev E)
- Oxley Gutter - Illustrative Cross Sections FPCR Drawing 1005/L/301
- Recreational Facilities March 2015
- WYG drawing A084018-35-12-100 to 104, 105 Rev A, 106 Rev A and 107 to 109, (or as amended by Road Safety Audit)
- FPCR document Securing the Design of West of Loughborough July 2015

Notwithstanding the notation on Parameter Plan C, 1 and 1.5 storey residential bungalows may be constructed.

REASON: For the avoidance of doubt and to ensure the scheme takes the form agreed by the authority and thus results in a satisfactory form of development.

5 The residential development hereby permitted shall not comprise more than 3,200 dwellings.

REASON: To make sure the development takes the form agreed by the authority and thus results in a satisfactory form of development

6 No more than 16ha gross of B1, B2 and B8 employment land in total shall be provided within the area indicated as 'employment land' on the approved Parameters Plan B - Land Use FPCR Drawing Reference No. 1005/L/202 Rev A.

REASON: To make sure the development takes the form agreed by the authority and thus results in a satisfactory form of development

7 Within the local centre, excluding the supermarket, there shall be no more than 1,000sqm of other A1 retail, A2 financial and professional services, A3 food and drink, B1 business and D1 uses (cumulative total).

REASON: To make sure the development takes the form agreed by the authority and thus results in a satisfactory form of development

8 Within the local centre, the supermarket hereby permitted shall not exceed 2,000sqm (net floor area). No more than 600 square metres of the net floor space within this food store shall be used for the sale and display of comparison goods at any time.

REASON: To make sure the development takes the form agreed by the authority and thus results in a satisfactory form of development, in the interest of sustainability

9 Prior to the submission of the first reserved matters application, a Site Wide Phasing Plan and Programme and Site Wide Housing Mix Strategy shall be submitted and approved in writing by Local Planning Authority. The phasing plan and program shall include a site wide plan illustrating sub- areas (parcel groups or geographical phases) not exceeding 700 new homes per sub-area. This plan should include details of the proposed sequence of development across the entire site, the extent and location of individual sub-areas / development phases, including reference to the type and extent of any development envisaged in each. The Phasing Plan and Programme shall also include details of:

- i) Development areas (including broad areas, range of residential unit numbers and/or floor space of non-residential uses)
- ii) Site accesses, major internal infrastructure including internal spine road, pedestrian and cycle crossings, footpaths, cycleways, bridleways.
- iii) Confirmation of the timescale for the implementation of the off-site highway infrastructure including highway improvements/traffic management measures
- iv) Submission of a Public Transport Strategy and the delivery of public transport services and accompanying infrastructure within the site and external to the development to include but not be limited to: bus stops (within 400m distance of each dwelling within the development, unless otherwise agreed in writing by the local planning authority); bus shelters, Real Time Information, raised kerbs, lighting and timetable information.
- v) Green Infrastructure, including informal and formal sports and recreation facilities, allotments etc
- vi) Timing of provisions related to the development, including employment delivery, delivery of the local centre, community facilities, including schools, and details of the park restoration, community access, restorative planting (including at Garendon Park), and the delivery of the public facilities associated with Garendon Park
- vii) The delivery of the public car park to serve Garendon Park

The development shall be carried out in accordance with this agreed Phasing Programme.

The Housing Mix Strategy shall set out the vision and overall percentage ranges of housing type, tenure and size to be delivered across the site as a whole and across each phase or sub phase of the development that includes parcels of housing.

Reserved matters applications submitted pursuant to condition 3 and development framework plans submitted under condition 10 shall reflect the approved site wide Housing Mix Strategy and development shall be carried out in accordance with the approved site wide housing strategy unless otherwise agreed in writing by the Local Planning Authority.

REASON: To provide clarification on how the development will be delivered to assist determination of reserved matters and to ensure that necessary infrastructure provision and environmental mitigation is provided in time to address the impact and needs of the development

10. A 'development framework plan' to a scale of 1:1000, 1:1250 or 1:2500, shall be submitted to and agreed in writing by the local planning authority prior to the submission of the first reserved matters application for each sub area/development parcel as set out in condition 9 . This plan will then serve as the "regulating plan" for any associated design work within that sub area/development parcel.

The development framework plan will include the following;

- Housing and other land use distribution and disposal
 - Transition Zones
 - The character, mix of uses and density
 - Structure of public spaces
 - Access
 - Movement corridors (including strategic and principal primary, secondary roads, public transport corridors, pedestrian and cycle routes, greenways etc)
 - Street hierarchy, including street types and typical street cross-sections,
 - Block principles to establish use, density and building typology. In addition, design principles including primary frontages, pedestrian access points, front and back and perimeter of building definition
 - Housing mix, type and tenure
 - Key groupings and other key buildings to including information about height, scale, form, level of enclosure, building materials and design features
 - Green and public open spaces
 - Key infrastructure (including SuDs, and significant utility provision)
 - The conceptual design and approach to green open space and the public realm to include hard and soft landscaping, lighting, and public art
 - Measures to demonstrate how opportunities to maximise resource efficiency and climate change adaption in the design of the development will be achieved through external, passive means, such as landscaping, orientation, massing and external building features
 - Details of measures to minimise opportunities for crime
 - Details of the approach to vehicle parking and cycle parking across the sub area
- Reserve matters applications shall be submitted in accordance with these approved Development framework plans

REASON: To ensure constancy with the Design and Access Statement, to ensure a boundary for each Transition Zone between each Reserve Matters and ensure a satisfactory form of development and in the interest of the character and appearance of the area.

11. In conjunction with the first Reserved Matters application a Children and Young Persons Strategy shall be submitted to and no development shall be commenced unless this has been approved in writing by the Local Planning Authority. The submitted Strategy shall include the following details:

- The location, phasing, timing and distribution of Play and Young Peoples Facilities throughout the Development and the range of activities that these facilities will support;
 - the qualities of the proposed homezones and other opportunities that will provide and encourage informal play;
 - access to facilities & service - covering both indoor and outdoor provision (including access by foot, bicycle and public transport);
 - the role of the Community Development worker in relation to engaging young people, where possible, in the ongoing design process;
 - the role of Management Organisations in relation to the provision for Children and Young people with relevant safeguarding policy;
 - the aspects of the layout of the Development that will enable children and young people to travel independently and safely around it; and
 - Compliance with other Council strategies relevant to children and young persons.
- Reserved Matters applications shall be submitted in accordance with this approved Children and Young Persons Strategy and the development shall not be carried out or occupied other than in accordance with the approved details.

REASON: To ensure a satisfactory and comprehensive form of development, which meets the needs of Children and Young People.

12. Prior to the submission of reserved matters applications for the Local Centre as identified on Parameter Plan B - Land Use FPCR Drawing Ref No. 1005/L/2002 Rev A, a Design Brief shall be submitted to and approved in writing by the local planning authority. The Design Brief shall include the mix and disposition of uses, access and circulation, public realm, parking, layout and urban design principles. The reserved matters application for the Local Centre shall be submitted in accordance with the approved Design Brief.

REASON: To ensure consistency with the Design and Access Statement and ensure a satisfactory form of development and in the interests of the character and appearance of the area.

13. Prior to the submission of reserved matters application for the Employment Land as identified on Parameter Plan B - Land Use, FPCR drawing reference No. 1005/L/202 Rev A, a Design Brief shall be submitted to and approved in writing by the local planning authority. The Brief shall include the mix and disposition of uses, access and circulation, public realm, parking, layout, urban design principles, massing and scale. The reserved matters application for this commercial/Employment area shall be submitted in accordance with the approved Design Brief.
REASON: To ensure a satisfactory form of development and in the interests of the character and appearance of the area.

14. In conjunction with the first Reserved Matters applications, a site-wide structural landscaping scheme, in accordance with Parameter Plan E - Green Infrastructure, FPCR drawing reference No. 1005/L/205 Rev A, shall be submitted to and no development shall be carried out unless such scheme has been approved in writing by the local planning authority. This site-wide structural landscaping scheme shall include all existing and proposed structural landscaping and provide sufficient level of detail to allow effective monitoring and management of phased delivery (including implementation proposals for any part of the scheme that will be delivered early to mitigate visual impacts, and/or any part that will be implemented independently of reserved matters submissions for residential and non-residential development). The full landscaping details, including transition zones, shall be included as part of the submission of the reserve matters application, in accordance with condition 3, and shall accord with the agreed site-wide structural landscaping scheme. This approved site-wide structural landscaping scheme shall be implemented as approved in accordance with the Phasing Plan and Programme approved under condition 9.
REASON: To ensure a satisfactory form of development and the timely delivery of important structural landscaping.

15. All details of the proposed development, except for the section of Strategic Link Road within the Registered Park and Garden, shall comply with Leicestershire County Council adopted 6Cs Design Guide or any revision superseding or amending this guidance, unless otherwise agreed in writing by the local planning authority. Such details must include parking and turning facilities, access widths, gradients, surfacing, signing and lining (including that for cycleways and shared use footway/cycleways) and visibility splays and be submitted for approval by the Local Planning Authority before development commences.
REASON: To ensure a satisfactory form of development and in the interests of highway safety.

16. In accordance with the agreed Site Wide Phasing Plan and Programme (agreed under condition 9) and the Framework Travel Plan ref. RT8418-5 dated 06/08/2014, prior to the first occupation of each phase, a Residential Travel Plan, shall be submitted to and agreed in writing by the local planning authority for the relevant phase. The measures approved shall thereafter be provided in accordance with the approved plan.

REASON: To ensure that adequate steps are taken to achieve and maintain reduced travel, traffic and parking impacts and to provide and promote use of more sustainable transport choices to and from the site in order to relieve traffic and parking congestion, promote safety, improve air quality or increase accessibility in accord with Section 4: 'Promoting Sustainable Transport' of the NPPF 2012.

17. In accordance with the agreed Site Wide Phasing Plan and Programme (agreed under condition 9) and the Framework Travel Plan ref. RT8418-5 dated 06/08/2014, prior to the first occupation of each phase, where relevant, an Employment Travel Plan shall be submitted to and approved in writing by the local planning authority for the relevant phase. The measures approved shall thereafter be provided in accordance with the approved plan.

REASON: To ensure that adequate steps are taken to achieve and maintain reduced travel, traffic and parking impacts and to provide and promote use of more sustainable transport choices to and from the site in order to relieve traffic and parking congestion, promote safety, improve air quality or increase accessibility in accord with Section 4: 'Promoting Sustainable Transport' of the NPPF 2012.

18. Prior to the opening of any school, a School Travel Plan in accordance with the Framework Travel Plan ref. RT8418-5 dated 06/08/2014 and a Safe Walking Route Plan, shall be submitted to and approved in writing by the local planning authority for the relevant school. The measures approved shall thereafter be provided in accordance with the approved plans.

REASON: To ensure that adequate steps are taken to achieve and maintain reduced travel, traffic and parking impacts and to provide and promote use of more sustainable transport choices to and from the site in order to relieve traffic and parking congestion, promote safety, improve air quality or increase accessibility in accord with Section 4: 'Promoting Sustainable Transport' of the NPPF 2012.

19. No more than 600 dwellings identified in Phase 1 of the development hereby permitted, shall be occupied unless and until highway improvement works to M1 Junction 23 detailed in WYG Drawing Number A084018/028RevB (or as amended by Road Safety Audit or Detailed Design) are complete and open to traffic.

REASON: In the interests of highway safety and to ensure the development is delivered in accordance with the approved scheme.

20. The Strategic Link Road shall be completed and available for use as public highway prior to occupation of the 1,201st dwelling and be completed in accordance with details of which shall first be submitted to and agreed in writing by the local planning authority reflecting the route shown on the submitted Masterplan (FPCR drawing ref; 1005/L/04 Rev E), Parameters plan D (FPCR drawing ref;1005/L/204 Rev C) and be in accordance with the Design Principles set out on paragraph 4.8.11 within the submitted Transport Assessment .

REASON: To ensure the development does not result in unacceptable impacts on the highway network and to ensure the public transport can route through the site.

21. The roundabout access with the A6 shall be provided in accordance with the details shown on drawing A084018/023/rev B (or as amended by Detailed Design of the same where approved by the local planning authority) and shall be completed and available for use as public highway prior to occupation of the first dwelling.

REASON: To ensure an acceptable layout in the interests of highway safety

22. The roundabout access with the A512 shall be provided in general accordance with the details shown on drawing A084018/039 and shall be completed and available for use as public highway prior to occupation of the 601st dwelling.

REASON: To ensure an acceptable layout in the interests of highway safety

23. The dueling of the A512 shall be provided in accordance with the details shown on drawing A084018/28/Rev B, (or as amended by Road Safety Audit or Detailed Design of the same where approved by the local planning authority) and shall be available for use as public highway prior to occupation of the 841st dwelling.

REASON: To ensure the development does not result in unacceptable impact on highway network and to ensure the public transport can route through the site.

24. Notwithstanding the detail shown on drawings A084018/038 & A084018/043, as part of any Reserved Matters Application, for the associated phase of development full details of the access on to Hathern Road and associated link road shall be provided for approval by the local planning authority. This access point onto Hathern Road shall be completed in accordance with these approved details and available for use as public highway prior to occupation of the 2040th dwelling.

REASON: To ensure an acceptable layout in the interests of highway safety

25. A Public Transport Strategy shall be submitted to and approved in written by the

local planning authority prior to occupation of the first dwelling. This Public Transport Strategy shall be in accordance with the principles set out in the submitted Framework Travel Plan (ref. RT84018-5, 06/08/2014) and shall include full details of the proposed destinations, routes, days and hours of operation, frequency and duration of provision of daily bus service(s) to serve the development and arrangements for the periodic review of the above. The bus service(s) shall be provided thereafter by the developer in accordance with the approved Strategy

REASON: To ensure high quality frequent public transport choice for all new residents from early occupation in order to encourage modal shift in accordance with Core Strategy policies CS17 & CS22.

26. Prior to the occupation of any dwelling details of the pedestrian/cycle links between the development and Booth Wood & Ravensthorpe Drive, including implementation timetable, shall have been submitted to and approved in writing by the local planning authority. The links shall be provided in accordance with the approved detail.

REASON: To ensure that there is adequate permeability from the site to surrounding residential areas to encourage sustainable modes of transport.

27. No more than 600 dwellings shall be served solely from the A6 site access

REASON: In the interests of highway safety and to ensure the development does not lead to unacceptable impacts on the A6 corridor.

28. Prior to the submission of the first reserved matters application a site wide Design

Strategy for the provision of Sustainable Drainage Systems (SuDS) for the whole site in accordance with the Flood Risk Assessment, September 2014, reference number: 29231/001, compiled by Peter Brett Associates, shall be submitted to and approved in writing by the local planning authority. The submitted scheme shall include site wide design guidance indicating generic technical specifications and an overarching strategy for the implementation, maintenance responsibilities and management of the SuDS scheme including:

- a description of each SuDS component and its relationship with other SuDS components;
- statement on how the SuDS scheme will deal with exceedance and ensure the protection of downstream communities,
- demonstrating the SuDS management train and protection of the natural environment
- design guidance to cover all elements of the overall SuDS scheme including guidance on limiting bird strike risk where relevant and highlighting the key features where further assessment will be required; and
- a management and maintenance plan for the lifetime of the development to secure the effective operation of the SuDS scheme throughout its lifetime

Each phase of the SuDS scheme shall be implemented and thereafter managed and maintained in accordance with the approved details of the overarching site wide Design Strategy.

REASON: To ensure that the development is provided with a comprehensive and well-designed means of drainage, as well as to reduce the risk of creating or exacerbating a flooding problem, to minimise the risk of pollution, protect public safety and protect the activities of East Midlands Airport and to ensure that all phases of the development accord with common standards and design principles.

29. No development shall be commenced within each Phase or sub phase until a

detailed Design Strategy / Scheme for the implementation of the Sustainable Drainage System (SuDS) for that Phase or sub phase, including a timetable for its implementation, has been submitted to and approved in writing by the local planning authority. The scheme shall be in accordance with the strategic requirements as set out in condition 28 (above) and the Flood Risk Assessment, September 2014, reference number: 29231/001, compiled by Peter Brett Associates and shall include a statement demonstrating how the submitted detailed strategy meets the overall requirement of the overarching Design Strategy, for that particular phase set out in condition 28 (above). The approved scheme shall be implemented in accordance with the approved details before that phase or area of development is first brought into use and the SUDs shall thereafter be managed and maintained in accordance with the approved scheme.

REASON: To ensure that the development is provided with a satisfactory means of drainage, as well as to reduce the risk of creating or exacerbating a flooding problem and to minimise the risk of pollution.

30. Prior to the commencement of the development of each Phase or sub phase of the development hereby approved, a drainage plan for the disposal of surface water for that Phase or sub-phase shall be submitted to and approved in writing by the local planning authority. The scheme shall be implemented in accordance with these approved details before the development in that phase is first brought into use.

REASON: To ensure that the development is provided with a satisfactory means of drainage as well as to reduce the risk of creating or exacerbating a flooding problem and to minimise the risk of pollution.

31. Prior to the commencement of any Phase or sub phase of the development hereby approved a scheme detailing treatment and removal of suspended solids from surface water run-off during construction works shall be submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

REASON: To prevent or minimise the risk of pollution of the Black Brook

32, The development permitted by this planning permission shall be carried out in

accordance with the approved Flood Risk Assessment (FRA) dated September 2014, reference number: 29231/001, compiled by Peter Brett Associates, and the following mitigation measures detailed within the FRA:

- i) There shall be no built development within 8 metres of any watercourse without the prior written consent of the Local Planning Authority;
- ii) Finished Floor levels should be set at least 300mm above the nearest 1 in 100 years climate change flood level;
- iii) The vehicular crossing of the Black Brook will have a soffit set no less than 600mm above the 1 in 100 year climate change modelled level, including open span sections across the channel width, with the design and form to be approved by the Local Planning Authority.
- iv) A scheme for the provision and implementation of level-for-level floodplain compensation for the vehicular crossing of the Black Brook must be submitted to and approved in writing by the Local Planning Authority.
- v) A surface water drainage scheme including the utilisation of holding sustainable drainage techniques with the incorporation of sufficient treatment trains to help maintain or improve water quality; the limitation of surface water run-off to equivalent greenfield rates or at improved rates; the ability to accommodate surface water run-off on-site up to the critical 1 in 100 year event plus an appropriate allowance for climate change, based upon the submission of drainage calculations; and the responsibility for the future maintenance of drainage features has been submitted to, and approved in writing by, the local planning authority.

The mitigation measures shall be fully implemented prior to occupation of the first dwelling and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

REASON: To prevent an increase in flood risk and loss of habitat within the river corridor; to protect the development from flooding; to ensure safe crossing of the Black Brook; to alleviate the risk of flooding; to prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site.

33. No development shall be carried out pursuant to any reserved matters approval until drainage plans and details for the disposal of foul sewage have been submitted to and approved in writing by the local planning authority in respect of the development to which the reserved matters approval relates. The scheme shall be implemented in accordance with the approved details before the development is first brought into use.

REASON: To ensure that the development is provided with a satisfactory means of drainage and minimise pollution.

34. No development shall commence until a site-wide Green Infrastructure and Biodiversity Management Strategy, that accords with the submitted Green Infrastructure Biodiversity management Plan GIBMP, has been submitted to and approved in writing by the Local Planning Authority. The Strategy shall cover all Green Infrastructure Elements including Play Facilities, Garendon Historical Park and Gardens, Green Space, Outdoor Sports facilities, allotments, woodlands. The Strategy shall include a vision for delivery, phasing and key triggers for the provision of the Green Infrastructure Elements, public access arrangements and management and maintenance requirements. The submitted Green Infrastructure Biodiversity Management Plan GIBMP (secured under condition 36 below) shall accord with this approved strategy and shall conform to British Standard BS 42020:2013 (or any future updates). The Strategy shall supplement the GIBMP to include further details on:

- the retention of existing natural features and habitats;
- the protection and enhancement of biodiversity;
- the phased implementation of mitigation measures in accordance with the phasing schedule pursuant to condition 9;
- the retention of agricultural land;
- additional protected species surveys;
- site preparation and earth modelling / re-grading;
- above ground structures including boundary treatment and outdoor lighting;
- management and maintenance of all aspects of Green Infrastructure;
- monitoring/environmental audits;
- off-site planting.
- aims and Objectives of Management

Development work shall be carried out in full accordance with the approved Strategy unless previously agreed in writing with the Local Planning Authority.

REASON: To ensure that the development takes the form agreed by the authority and thus results in a satisfactory form of development and to ensure the protection of biodiversity

35. Prior to the commencement of each Phase or sub phase of the development

hereby approved, a Construction Environmental Management Plan (CEMP) for that Phase or sub phase, which shall conform to the Green Infrastructure and Biodiversity Management Strategy approved under Condition 34 (above), shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include details on the following:

Risk assessment of potentially damaging development activities;

- Practical measures to avoid or reduce impacts on biodiversity during site preparation and construction;
- Identification and protection of biodiversity protection zones;
- Timing of sensitive works;
- Responsible persons and lines of communication;
- Protective fencing, wildlife exclusion barriers and warning signs.
- Bird strike risk assessment, including a report of its findings, together with any mitigation measures deemed necessary

The CEMP shall also include details of:

- The means of access and routing for demolition and construction traffic
- The parking of vehicles of site operatives and visitors
- Loading and unloading of plant and materials
- Storage of plant and materials used in constructing the development
- Location of Contractor compound(s)
- Wheel washing facilities
- Management of surface water run-off including details of any temporary localised flooding management system and a scheme to treat and remove suspended solids from surface water run-off during construction
- Temporary highway works

Development work shall be carried out in full accordance with the approved CEMP unless previously agreed in writing with the Local Planning Authority.

REASON: To ensure appropriate mitigation for the impact caused by the construction phases of the development, to ensure the protection of biodiversity and to reflect the scale and nature of development assessed in the submitted Environmental Statement

36. Prior to the commencement of each Phase or sub phase of the development

hereby approved, a Green Infrastructure Biodiversity Management Plan GIBMP for that Phase which shall conform to the Strategy approved under Condition 34 shall be submitted to and approved in writing by the Local Planning Authority. The GIBMP shall include the following:

- Details of all Green Infrastructure Elements to be provided in the relevant Phase;
- Phasing and key triggers for the provision of relevant Green Infrastructure Elements, public access arrangements and management and maintenance requirements;
- Description and evaluation of features to be managed;
- Ecological trends and constraints on site that might influence management;
- Appropriate management options for achieving aims and objectives;
- Prescriptions for management actions;
- Preparation of a work schedule (including an annual work plan capable of being rolled forward over a 5-year period);
- Bird strike risk assessment including a report of the findings, together with any mitigation measures deemed necessary;
- details of outdoor lighting of the Green Infrastructure for that Phase or sub phase, designed to minimise impacts on biodiversity;
- Details of the body or organisation responsible for implementation of the plan;
- Ongoing monitoring and remedial measures.

The approved GIBMP shall be implemented in accordance with the approved details in perpetuity unless agreed in writing with the local planning authority.

REASON: To ensure that the development takes the form agreed by the authority and thus results in a satisfactory form of development and to ensure the protection of biodiversity

37. Prior to the commencement of each Phase or sub phase of the development

hereby approved an Arboricultural Method Statement, prepared in accordance with BS 5837:2012 Trees in Relation to Design, Demolition and Construction, shall be submitted to and approved in writing by the local planning authority. Works shall thereafter be carried out only in accordance with the approved details. The Arboricultural Method Statement shall include the specification, location and phasing for the installation of tree and hedge protection measures and a schedule of all proposed tree and hedge works, including the reason for such works.

No trees or hedges on the application site shall be willfully damaged, cut down, uprooted, pruned, felled or destroyed except for the trees and hedges to be removed to facilitate the development as shown in the approved Tree Retention Plan without the prior written consent of the local planning authority.

REASON: In the interests of the health and amenity value of the trees and hedgerows and to ensure that any works to trees and hedgerows are in accordance with the approved development of the site.

38. Prior to the commencement of each Phase or sub phase, a programme of implementation for archaeological work for the relevant Phase or sub phase will be secured in accordance with a Written Scheme of Investigation which has been submitted to and agreed in writing by the Local Planning Authority, and no development shall take place in that Phase or sub phase except in accordance with the approved details.

REASON: To ensure that any features of archaeological interest are protected or recorded.

39. In conjunction with the first Reserved Matters, a full landscape scheme for the

Registered Park and Garden, to include those details specified below, shall be submitted to and no development shall be carried out unless it has been approved in writing by the local planning authority.

- i) the treatment proposed for all ground surfaces
- ii) full details of tree planting
- iii) planting schedules, noting the species, sizes, numbers and density of plants;
- iv) all existing trees, hedges and other landscape features, including clearly those to be removed.
- v) a clear and detailed phasing arrangements for the laying out and landscaping of the Register Park and Garden

This landscaping scheme shall be fully completed in accordance with the agreed details, the first phase of which shall be completed in the first planting season following the approval of the first reserved matters application. The remaining phases shall be completed in accordance with the timetable to be agreed under the terms above, no later than the occupation of 1,200th dwelling. Any trees or plants removed, dying, being severely damaged or becoming seriously diseased, within 5 years of planting shall be replaced in the following planting season by trees or plants of a size and species similar to those originally required to be planted.

REASON: To ensure that a satisfactory landscape scheme for the Garendon Park and garden and to ensure that the mitigation landscaping is delivered in an acceptable manner.

40. The proposed footways/cycle ways/bridleway ways within the Registered Park and Garden, illustrated on FPCR Access Plan, drawing ref No.1005-L-214 shall be completed in accordance with the phasing plan to be agreed under condition 9. Once completed these routes shall be open free of charge to the public. The route shown in yellow on the above plan shall also be open to the public 24 hours per day and unrestricted, in perpetuity. The development shall not be carried out or occupied other than in compliance with the requirements of this condition.

REASON: To ensure a satisfactory form of sustainable development and in the interest of pedestrian safety.

41. If, during development of any phase or sub-phase, contamination not previously

identified is found to be present at the site then no further development within that phase or sub-phase (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure there are no risks to the long term health of future occupiers of the site

42. Demolition or construction works shall not take place outside 0700 hours to 1800 hours Monday to Friday and 0700 hours to 1300 hours on Saturdays nor at any time on Sundays or Bank Holidays.

REASON: To protect the amenity of the occupiers of nearby properties

43. At each reserved matters stage a noise assessment shall be carried out for the relevant Phase or sub-phase and submitted to the local planning authority, and where necessary a noise mitigation scheme shall be submitted to and approved in writing by the local planning authority including details of mechanical or forced ventilation where necessary to ensure future occupiers are able to aerate properties without the need to open windows. The development shall be implemented in accordance with this approved scheme to ensure the following limits are achieved (assuming a windows-closed scenario);

30dB(A) Leq 8 hours in living rooms from 2300 to 0700hrs

35dB(A) Leq 16 hours in bedrooms from 0700 to 2300hrs

<45dB LA max in bedrooms from 2300 to 0700hrs

REASON: To protect the amenity of the occupiers of the proposed development

44. All works, which form part of the amelioration scheme detailed in sections 6.1 of the Noise Assessment, by WYG Planning & Environment ref A084018, (Dated August 2014), submitted with this application, shall be fully completed before any part of the development is occupied, unless otherwise agreed in writing with the local planning authority.

REASON: To protect the amenity of the occupiers of the proposed development.

45. All new buildings containing plant and/or machinery or fixed external plant should be attenuated to achieve the noise criteria of 5dB below the measured background (L90) at adjacent dwellings' (with an acoustic feature correction applied).

REASON: To protect the amenity of the occupiers of the proposed development.

46. Access to Leicestershire County Council Civic Amenity Site, shall not be restricted

at any time during the construction of the development.

REASON: To protect the operations of the domestic Civic Amenity facility

47. Notwithstanding the provision of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (or any order revoking or re-enacting that order with or without modification), there shall be no amalgamation, nor any change of use of the units defined for A1, A2, A3, A4, A5 or D1 uses within the local centre without the prior permission of the local planning authority on an application submitted in that regard.

REASON: To ensure an appropriate mix of uses to meet local need is contained within the local centre, in the interest of sustainability.

48. The access roads to the Employment Area, accessed off of the strategic link road and the access road linked to Hathern Road, shall be laid out and delivered prior to occupation of the 1440st dwelling.

REASON: To ensure the scheme takes the form agreed by the authority and thus results in a satisfactory and sustainable form of development.

49. The access road and utilities/services to the Gypsy and Traveller site and Show people's site shall be laid out connected and delivered prior to the occupation of the 1,440th dwelling.

REASON: To ensure the scheme takes the form agreed by the authority and thus results in a satisfactory form of development.

50. With each reserve matters application, an Odour Assessment shall be submitted, the scope of which shall first be agreed in writing with the local planning authority. The development shall be carried out in accordance with any mitigation recommendations set out in these Odour Assessments.

REASON: To protect the amenities of future occupiers of the development

51. Prior to the commencement of each phase or sub phase of the development hereby approved all ecological survey work relevant to that phase or sub phase shall be updated where this is recommended in previously submitted or site wide ecology documents. Any change to the mitigation measures proposed for that phase or sub phase as a result of the updated survey work shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with any revised mitigation measures so approved.

REASON: To ensure that a rolling programme of ecological appraisal is followed as the site is developed and conditions on the ground change.

The requirements of these conditions must be complied with.

Note:-

A fee is payable where a written request is made for written confirmation that one or

more conditions imposed on the same planning permission have been complied with. Please visit our website for more information.

<http://www.charnwood.gov.uk/pages/planapps>

The following notes should be taken into account when carrying out the development

1. DEVELOPMENT PLAN POLICIES RELEVANT TO THIS DEVELOPMENT - Policies CS1, CS2, CS3, CS5, CS6, CS9, CS11, CS12, CS13, CS14, CS15, CS16, CS17, CS18 and CS22 of the Charnwood's Borough Council's Local Plan 2011 to 2028 Core Strategy (adopted 9th November 2015), saved policies ST/2, EV/1, EV/29, EV/31, CT/1, CT/2, CT/3 and TR/18, of the Borough of Charnwood Local Plan (adopted 12th January 2004, the National Planning Policy Framework, Planning Policy Guidance, Planning (Listed Buildings and Conservation Areas) Act 1990, and Leicestershire Minerals Core Strategy and Development Control Policies (MCS10 and MCD8) along with other material planning considerations have been taken into account in the determination of this application. Planning permission has been granted for this development because the Council has determined that, although representations have been received against the proposal and it does not fully accord with the terms of all the above-mentioned policies, the degree of harm that might be caused to one or more of the issues arising under the policies, including (but not exclusively) harm to the character of the green wedge and countryside, residential amenity and impact on the Heritage Assets and the loss of the best and most versatile agricultural land, are insufficient to warrant the refusal of planning permission when balanced against the benefits of this application.
 2. The decision has been reached taking into account paragraphs 186-187 and 216 of the National Planning Policy Framework and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended).
 3. Appendix 1, attached to this decision sets out a schedule of advice from statutory consultees in relation to the application.
-



Richard Bennett
Head of Planning and Regeneration

20 July 2018

Consultee	Date	Comment
Environment Agency	Nov 2014	<u>Floodplain Compensation</u> The compensatory works scheme must effectively recreate the existing floodplain to ensure the local flood regime is not adversely affected by the

		works. An appropriate scheme, including a method statement of proposed working, to discharge the above condition must ensure the continuity of flood protection during the period of construction. Flood compensation works shall be completed prior to commencement of main site works.
Environment Agency	Nov 2014	<p><u>Bridge design and soffit levels</u></p> <p>Bridge soffit levels, and flood spans, should normally be at least 300mm or more above the climate change flood level (or maximum known flood level on minor watercourses) in order to allow floating debris to pass freely through the structure. Soffit level may be further influenced by what is at risk in the vicinity, particularly upstream. On very small watercourses with no known flood level, this could be relaxed as long as the soffit is above bank level, and there is low risk of damage nearby.</p> <p>Ideally, the soffit should be no lower than 300mm above either of the upstream bank tops. Should a lower clearance be necessary on technical grounds, then a wider span may be required to compensate.</p> <p>Soffit level and design of footpath bridges within an existing floodplain needs to be considered slightly differently. It may be more practical to construct a bridge at ground level with open handrails, rather than a large structure with approach ramps raised above flood level, which could not be reached during a flood in any case.</p> <p>Flood Defence Consent will be required for any bridge crossing over the Black Brook, as it is deemed Main River. Leicestershire County Council as Lead Local Flood Authority may have consenting powers depending upon the design of the proposed crossings over the Oxley Gutter and Shortcliffe Brook, under section 23 of the Land Drainage Act 1991.</p>
Environment Agency	Nov 2014	<p>The Water Framework Directive (WFD) River Basin Management Plans require that water courses continue to show improvements in overall quality in line with the quality standards specified in these documents. An objective of the WFD is to prevent the deterioration in the water quality of water courses.</p> <p>During the period of construction, oil and fuel storage will be subject to the Control of Pollution (Oil Storage) (England) Regulations 2001. The Regulations apply to the storage of oil or fuel of any kind in any kind of container which is being used and stored above ground, including drums and mobile bowzers, situated outside a building and with a storage capacity which exceeds 200 litres. A person with custody or control of any oil or fuel breaching the Regulations will be guilty of a criminal offence. The penalties are a maximum fine of £5000 in Magistrates' Court or an unlimited fine in Crown Court. Further details of the Regulations are available from the Environment Agency.</p> <p>Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from impermeable parking areas and hard standings should be passed through trapped gullies with an overall capacity compatible with the site being drained.</p> <p>Only surface water from roofs and paved areas not accessible to vehicles should be discharged directly to any soakaway, watercourse or surface water sewer.</p> <p>Under the Water Resources Act 1991, any abstraction of water greater than 20 cubic metres per day requires an abstraction licence from the Environment Agency.</p>

	<p>The development area lies within the Soar abstraction licensing strategy (formerly CAMS) area. This area is open to new abstraction from either surface waters or groundwater at all times of the year, but surface water may be subject to flow restrictions.</p> <p>13.6.26 – The proposed mitigating measures in relation to water resources should be implemented.</p> <p>The code for sustainable homes is in the process of being superseded. Please see the document via the link below and the following paragraphs on what is required in terms of water use and sustainability.</p> <p>https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/291796/140313_Building_Regulations.pdf</p> <p>The following paragraph is taken from the above document link:</p> <p><i>“We propose to introduce a new, tighter level of water efficiency into the Building Regulations, to be set at 110 litres/person/day (lpd). This would be an optional higher level in addition to the current level of 125 lpd which could only be applied in areas with specific local needs (such as water stress). This would be chosen by the local council. Government is considering the best way to define areas of water stress to ensure this works in practice”.</i></p> <p>The Agency would recommend attempting to meet the tighter standard to facilitate the future zero carbon target.</p> <p>It is important that waste management be considered alongside other spatial planning concerns such as transport, housing, economic growth, natural resources and regeneration, recognising the positive contribution that effective waste management can make to the development of sustainable communities.</p> <p>Site design should take a holistic approach to waste management, and ensure the design will contribute towards sustainable management of waste throughout the lifecycle of the development. Therefore we would expect the development to consider the following points:</p> <ul style="list-style-type: none">• The design of communities and supporting services should encourage and enable communities to follow the waste hierarchy – reduce, re-use, recycle, recover, with landfill as the last resort.• Ensure the design provides adequate interior and exterior space for storage and segregation of waste.• Give thought to spatial issues for waste collection (routing / access for waste collection vehicles, implications of the proposed “shared surfaces” and dwellings with no direct vehicular access should be considered).• Ensure that there is suitable provision for recycling in public spaces, seeking opportunities to expand the range and scope of recyclables collected.• Consider the choice of building material with respect to repair, maintenance and eventual decommissioning of the buildings. Consider incorporating recycled / recyclable material wherever possible.• Seek solutions that provide multiple benefits, including contributing to ‘zero carbon’ development• Carefully consider novel ‘in house’ systems for segregation (and collection) of materials, and how these could be successfully integrated with local authority waste collection arrangements.• Ensure adequate provision of on-site sustainable waste management facilities, where appropriate.
--	---

		<ul style="list-style-type: none"> • Aim to reduce transport-related emissions resulting from waste management. • Ensure sufficient buffering between conflicting development types such that they do not disadvantage each other, particularly with regard to amenity issues such as noise, odour and litter/dust (e.g. housing and waste management facilities).
LCC Highways	Jun 2015	<p><u>Public Rights of Way</u></p> <p>The Public Rights of Way must not be further enclosed in any way without undertaking discussions with the County Council's Travel Choice and Action Team.</p> <p>The Public Rights of Way must not be re-routed, encroached upon or obstructed in anyway. To do so may constitute an offence under the Highways Act 1980.</p> <p>If the developer requires a Right of Way to be temporarily closed or diverted, for any period of time, to enable construction works to take place, an application should be made to roadclosures@leics.gov.uk at least 8 weeks before the temporary closure / diversion is required.</p> <p>Any damage caused to the surface of a Right of Way, which is directly attributable to the works associated with the development, will be the responsibility of the applicant to repair at their own expense to the satisfaction of the Highway Authority.</p> <p>A signing and waymarking scheme should be formulated by the developer and approved by the Highway Authority in respect of the Rights of Way.</p> <p>No new gates, stiles, fences or other structures affecting a Right of Way, of either a temporary or permanent nature should be constructed without the written consent of the Highway Authority having been obtained. Unless a structure has been authorised, it constitutes an unlawful obstruction of a Right of Way and the County Council may be obliged to require its immediate removal.</p> <p>Care should be taken to ensure that pedestrians are not exposed to any elements of danger associated with construction works, and wherever appropriate they should be safeguarded from the site by a secure fence. In view of the close proximity of the proposed development to the Rights of Way, particular attention should be given to ensuring that no materials are stored on the lines of the rights of way and that no contractors' vehicles are parked either along or across them.</p>
LCC Highways	Jun 2015	<p><u>Highway Alterations</u></p> <p>All works within the limits of the highway with regard to the access shall be carried out to the satisfaction of the Highways Manager- (telephone 0116 3050001)</p>
LCC Highways	Jun 2015	<p><u>Design Standards</u></p> <p>Your attention is drawn to the requirement contained in the Highway Authority's current design guide to provide Traffic Calming measures within the new development.</p>
LCC Highways	Jun 2015	<p><u>Residential Travel Plan</u></p> <p>The plan shall comprise proposals to reduce car dependence and</p>

		vehicle emissions and to establish and encourage the use of alternative transport modes for all journeys. Details of the proposals shall include measures to secure increases in car sharing, public transport use, cycling and walking, to promote alternative modes of travel to the site.
LCC Highways	Jun 2015	<u>Employment Travel Plan</u> The plan shall comprise proposals to reduce car dependence and vehicle emissions and to establish and encourage the use of alternative transport modes for journeys to and from work and during working hours. Details of the proposals shall include measures to secure increases in car sharing, public transport use, cycling and walking, proposals for car parking restrictions and controls and details of on-site facilities to promote alternative modes of travel to the site.
LCC Highways	Jun 2015	<u>Travel Plans General</u> The Travel Plans shall make provision for relevant surveys, review and monitoring mechanisms, targets, timescales, phasing programmes and on-site management responsibilities. They shall be implemented and subject to regular review in accordance with the approved details. The plan referred to shall, amongst other things, set out: (a) The details of the measures to be adopted; (b) The mechanism and timescale for implementing those measures; (c) The details of how the Travel Plan shall be kept under review to achieve continual improvement in the reduction in the number of car journeys to the school. This shall include a monitoring report to be submitted annually, on the anniversary of the approval of the Travel Plan, which shall set out: i) Details of progress in implementing the plan; ii) Details of any enhancement or additional measures or other amendments to be implemented in the light of the monitoring report; iii) Details of how failures to implement the measures in the approved Travel Plan are to be remedied. Any enhancements, additions or remedies as referred to in i) and ii) above shall have first been approved by the CHA before being implemented and thereafter shall form part of the approved Travel Plan.
LCC Highways	Jun 2015	<u>Adoption</u> If the roads within the proposed development are to be adopted by the Highway Authority, the Developer will be required to enter into an agreement under Section 38 of the Highways Act 1980 for the adoption of the roads. Detailed plans will need to be submitted and approved, the agreement signed and all sureties and fees paid prior to the commencement of development. If an Agreement is not in place when the development is to be commenced, the Highway Authority will serve APCs in respect of all plots served by all the roads within the development in accordance with Section 219 of the Highways Act 1980. Payment of the charge MUST be made before building commences.
LCC Highways	Jun 2015	<u>Commuted Sums</u> If it is the developer's intention to seek either; the adoption of roads which incorporate nonstandard features/materials, or the adoption of additional areas beyond that which would normally be considered necessary for the safe functioning of the highway, then commuted sums for future maintenance will be payable. The Applicant should refer to the 6C's Design Guide available at www.leics.gov.uk/index/6csdg.htm for more information. From the indicative Masterplan it would appear that there is an aspiration for the link road to include wide tree lined verges. The applicant should be advised that all materials/landscaping not required for the safe functioning of the highway will attract commuted

		sums for future maintenance, this includes verges and trees.
LCC Highways	Jun 2015	<p><u>Street Furniture / Lighting</u></p> <p>Any street furniture or lining that requires relocation or alteration shall be carried out entirely at the expense of the applicant, who shall first obtain the separate consent of the Highway Authority.</p>
LCC Highways	Jun 2015	<p><u>Temporary Signage</u></p> <p>If you intend to provide temporary directional signing to your proposed development, you must ensure that prior approval is obtained from the County Council's Highway Manager for the size, design and location of any sign in the highway. It is likely that any sign erected in the Highway without prior approval will be removed. Before you draw up a scheme, the Highway Managers' staff (tel: 0116 3050001) will be happy to give informal advice concerning the number of signs and the locations where they are likely to be acceptable. This will reduce the amount of your abortive sign design work.</p>
Severn Trent	Sept 2015	<ul style="list-style-type: none"> • The developer must produce a comprehensive drainage strategy for the site. • This strategy must include how surface water is to be dealt with. In particular showing how no surface water will be allowed to enter the foul or combined system through any means. • Surface water should be drained using sustainable techniques. • Where a sustainable drainage scheme is to be provided, the submitted details shall: <ul style="list-style-type: none"> i) Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters; ii) Include a timetable for its implementation; and iii) Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. <hr/> <ul style="list-style-type: none"> • The strategy will also demonstrate how any land drainage issues will be resolved. • The developer may have to commission a hydraulic modelling study to determine if the proposed flows can be accommodated within the existing system. And if not, to identify what improvements may be required. If the surface water is drained sustainably, this will only apply to the foul drainage. • Severn Trent may need to undertake a more comprehensive study of the catchment to determine if capital improvements are required. • If Severn Trent needs to undertake capital improvements, a reasonable amount of time will need to be determined to allow these works to be completed before any additional flows are connected.
National Grid	Aug 2015	<p>Affected Apparatus</p> <p>The National Grid apparatus that has been identified as being in the vicinity of your proposed works is:</p> <ul style="list-style-type: none"> • Low or Medium pressure (below 2 bar) gas pipes and associated equipment. (As a result it is highly likely that there are gas services and associated apparatus in the vicinity) <p>Requirements</p> <p>BEFORE carrying out any work you must:</p> <ul style="list-style-type: none"> • Carefully read these requirements including the attached guidance documents and maps showing the

		<p>location of National Grid apparatus.</p> <ul style="list-style-type: none"> • Contact the landowner and ensure any proposed works in private land do not infringe National Grid's legal rights (i.e. easements or wayleaves). If the works are in the road or footpath the relevant local authority should be contacted. • Ensure that all persons, including direct labour and contractors, working for you on or near National Grid's apparatus follow the requirements of the HSE Guidance Notes HSG47 - 'Avoiding Danger from Underground Services' and GS6 – 'Avoidance of danger from overhead electric power lines'. This guidance can be downloaded free of charge at http://www.hse.gov.uk • In line with the above guidance, verify and establish the actual position of mains, pipes, cables, services and other apparatus on site before any activities are undertaken.
Natural England	April 2015	<p>Consequently, we advise that if the development proceeds, the developer uses an appropriately experienced soil specialist to advise on, and supervise, soil handling, including identifying when soils are dry enough to be handled and how to make the best use of the different soils on site. Acknowledge and briefly comment on any commitments to do this in the submitted proposals adapting the text as needed. Detailed guidance is available in Defra Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (including accompanying Toolbox Talks) and we recommend that this is followed.</p> <p>Other advice We would expect the Local Planning Authority (LPA) to assess and consider the other possible impacts resulting from this proposal on the following when determining this application:</p> <ul style="list-style-type: none"> • local sites (biodiversity and geodiversity) • local landscape character • local or national biodiversity priority habitats and species. <p>Natural England does not hold locally specific information relating to the above. These remain material considerations in the determination of this planning application and we recommend that you seek further information from the appropriate bodies (which may include the local records centre, your local wildlife trust, local geoconservation group or other recording society and a local landscape characterisation document) in order to ensure the LPA has sufficient information to fully understand the impact of the proposal before it determines the application. A more comprehensive list of local groups can be found at Wildlife and Countryside link.</p> <p>Protected Species We have not assessed this application and associated documents for impacts on protected species.</p> <p>Natural England has published Standing Advice on protected species. The Standing Advice includes a habitat decision tree which provides advice to planners on deciding if there is a 'reasonable likelihood' of protected species being present. It also provides detailed advice on the protected species most often affected by development, including flow charts for individual species to enable an assessment to be made of a protected species survey and mitigation strategy.</p> <p>You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.</p> <p>The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence is needed (which is the developer's responsibility) or may be granted.</p>

		<p>If you have any specific questions on aspects that are not covered by our Standing Advice for European Protected Species or have difficulty in applying it to this application please contact us with details at consultations@naturalengland.org.uk.</p> <p>Green Infrastructure The proposed development is within an area that Natural England considers could benefit from enhanced green infrastructure (GI) provision. Multi-functional green infrastructure can perform a range of functions including improved flood risk management, provision of accessible green space, climate change adaptation and biodiversity enhancement. Natural England would encourage the incorporation of GI into this development. Evidence and advice on green infrastructure, including the economic benefits of GI can be found on the Natural England Green Infrastructure web pages.</p> <p>We note the references in the Design and Access Statement to "A comprehensive Green Infrastructure Framework which retains and enhances existing features of interest and significantly enhances overall biodiversity". The Planning Statement states that the proposal incorporates the restoration of Garendon Park and retention in open use of the Black Brook Corridor which will help to maintain and enhance a coherent and integrated green infrastructure network.</p> <p>Biodiversity enhancements This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application. This is in accordance with Paragraph 118 of the NPPF. Additionally, we would draw your attention to Section 40 of the Natural Environment and Rural Communities Act (2006) which states that <i>'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'</i>. Section 40(3) of the same Act also states that <i>'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'</i>.</p> <p>Landscape All planning proposals should complement and where possible enhance local distinctiveness, guided by your Authority's landscape character assessment where available, and the policies protecting landscape character in your local plan or development framework. We encourage the use of Landscape Character Assessment (LCA), based on the good practice guidelines produced jointly by the Landscape Institute and Institute of Environmental Assessment in 2013. LCA provides a sound basis for guiding, informing and understanding the ability of any location to accommodate change and to make positive proposals for conserving, enhancing or regenerating character, as detailed proposals are developed.</p>
East Midlands Airport	Oct 2014	<p>The site lies at just over 8km from the aerodrome in an area that is frequently trafficked by high risk species of birds. As a result the water bodies proposed for drainage in this development would attract additional wildlife into the area and as a result increase the wildlife strike risk at the airport to an unacceptable level. In order to overcome this we would expect the developer to ensure there is no creation of open water on site which in turn would reduce the on site attractant.</p> <p>East Midlands Airport would request that any further consultations including reserve matters are forwarded onto ourselves at the email address below for further comment.</p> <p>Should you require further information relating to aerodrome safeguarding issues at East Midlands Airport, please do not hesitate to contact me directly on 01332 852971 or via email using safeguarding@eastmidlandsairport.com</p>

National Grid	Sept 2014	<p>The "Assessment" Section below outlines the detailed requirements that must be followed when planning or undertaking your scheduled activities at this location.</p> <p>It is your responsibility to ensure that the information you have submitted is accurate and that all relevant documents including links are provided to all persons (either direct labour or contractors) working for you near National Grid's apparatus, e.g. as contained within the Construction (Design and Management) Regulations.</p> <p>This assessment solely relates to National Grid Electricity Transmission plc (NGET) and National Grid Gas plc (NGG) apparatus. This assessment does NOT include:</p> <ul style="list-style-type: none"> ● National Grid's legal interest (easements or wayleaves) in the land which restricts activity in proximity to National Grid's assets in private land. You must obtain details of any such restrictions from the landowner in the first instance and if in doubt contact National Grid. ● Gas service pipes and related apparatus ● Recently installed apparatus ● Apparatus owned by other organisations, e.g. other gas distribution operators, local electricity companies, other utilities, etc. <p>It is YOUR responsibility to take into account whether the items listed above may be present and if they could be affected by your proposed activities. Further "Essential Guidance" in respect of these items can be found on the National Grid Website (http://www.nationalgrid.com/NR/rdonlyres/6D6525F9-59EB-4825-BA89-DBD7E68882C7/51319/EssentialGuidance.pdf).</p> <hr/> <p>Affected Apparatus The National Grid apparatus that has been identified as being in the vicinity of your proposed works is:</p> <ul style="list-style-type: none"> ● Low or Medium pressure (below 2 bar) gas pipes and associated equipment. (As a result it is highly likely that there are gas services and associated apparatus in the vicinity) <p>Requirements</p> <p>BEFORE carrying out any work you must:</p> <ul style="list-style-type: none"> ● Carefully read these requirements including the attached guidance documents and maps showing the location of National Grid apparatus. ● Contact the landowner and ensure any proposed works in private land do not infringe National Grid's legal rights (i.e. easements or wayleaves). If the works are in the road or footpath the relevant local authority should be contacted. ● Ensure that all persons, including direct labour and contractors, working for you on or near National Grid's apparatus follow the requirements of the HSE Guidance Notes HSG47 - 'Avoiding Danger from Underground Services' and GS6 - 'Avoidance of danger from overhead electric power lines'. This guidance can be downloaded free of charge at http://www.hse.gov.uk ● In line with the above guidance, verify and establish the actual position of mains, pipes, cables, services and other apparatus on site before any activities are undertaken.
Highways Agency	Feb 15	<p>The highway mitigation works associated with this consent involves works within the public highway, which is land over which you have no control. The Highways Agency therefore requires you to enter into a suitable legal Section 278 agreement to cover the design check, construction and supervision of the works. Contact should be made with the Highways Agency's Section 278 Business Manager David Steventon to discuss these matters on david.steventon@highways.gsi.gov.uk.</p> <p>The applicant should be made aware that any works undertaken to the Highways Agency network are carried out under the Network Occupancy Management policy, in accordance with Highways Agency procedures, which currently requires notification/booking 12 months prior to the proposed start date. Exemptions to these bookings can be made, but only if valid reasons can be given to prove they will not</p> <hr/> <p>affect journey time reliability and safety. The Area 7 MAC's contact details for these matters is area7.roadspace@aone.uk.com.</p>

NOTES:

This notice grants outline planning permission only. A separate application will be needed for any matters reserved in this outline permission.

You can appeal to the Secretary of State for Communities and Local Government (SoSCLG) against our decision to include conditions on this permission. You must appeal within six months of the date of this notice, using a form which you can get from the Planning Inspectorate, Customer Support Unit, Temple Quay House, 2 The Square, Temple Quay, Bristol. BS1 6PN. Telephone: 0303 444 5000, website: <https://www.gov.uk/planning-inspectorate>

The SoSCLG can allow a longer period for making an appeal, but he will not normally do so unless there are special circumstances to justify any delay.

The SoSCLG need not consider an appeal if it seems to him that we could not have granted planning permission for the proposed development without the conditions we have imposed, having regard to planning law, to the provisions of any development order and to any directions given under a development order. In practice, the SoSCLG does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

Purchase Notices

If either we or the Secretary of State grants permission conditionally, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

Access and provision for disabled persons.

If your proposal involves shops, offices, factories, educational buildings & buildings to which the public are to be admitted, you should check the requirements of the Chronically Sick & Disabled Persons Act 1970 (Sections 4,7,8 and 8A) requiring the provision of access facilities, car parking and toilets for the disabled and the provision of signing indicating what provision has been made for Disabled persons within the building. You should also check the Code of Practice B.S. 5810 : 1979, "Access for the Disabled to Buildings" available from the British Standards Institution, 2, Park Street, London, W1A 2BS and (in so far as educational buildings are concerned), to Design Note 18" Access for the Disabled to Education Buildings".

Access for fire brigade.

Where you make an application for approval under the Building Regulations for the erection or extension of a building, the Council will have to reject the plans unless, after consulting the Fire Brigade, they are satisfied that the plans show:

- (a) that there will be adequate means of access for the Fire Brigade; and
- (b) that the proposed works will not make inadequate any existing means of access for the Fire Brigade to a neighbouring building.