

Item No. 1

Application Reference Number P/14/0058/2

Application Type:	Outline Planning Application	Date Valid:	13/01/2014
Applicant:	Charles Church		
Proposal:	Outline application for residential development of up to 130 dwellings		
Location:	Land at West Cross Lane, Mountsorrel, Leicestershire		
Parish:	Mountsorrel	Ward:	Mountsorrel
Case Officer:	Mike Smith	Tel No:	01509 634761

This item is brought to Plans Committee following the earlier consideration of this outline planning application by the Committee on the 19th September 2014. That report is attached at Appendix 1 to this item.

At the meeting on the 11th September members approved the application in principle but deferred consideration in respect of the planning obligations to be contained in a Section 106 agreement to enable the Head of Planning and Regeneration to look into the possibility of reducing the on site affordable housing element from 30% to 15% and using the resulting financial contribution for community based projects in Rothley and Mountsorrel which meet CIL requirements.

The Community Infrastructure Regulations allows local authorities to raise funds from developers undertaking new building projects which can be used to fund a wide range of infrastructure that may be needed as a result of development. Section 2 of the Planning Act 2008 and the Community Infrastructure Regulations identifies that this can include such diverse infrastructure as new and safer road schemes, flood defences, schools, hospitals and other health and social care facilities, park improvements, green spaces and leisure centres.

Details have been provided by both Mountsorrel and Rothley Parish Councils setting out schemes for which they would seek funding, which are described in more detail below.

The three Schemes put forward by Mountsorrel Parish Council are:

1) Proposed Memorial Centre

This is a scheme which is currently the subject of a detailed planning application and includes bespoke provision for young people.

The details of the proposals include:

- a multi-purpose hall serving social and community needs
- a crèche and green room with storage
- two small retail units providing additional local centre vitality
- a space which can be used independently as a cafeteria or in conjunction with the main hall when refreshments are served

- flexible meeting room spaces which can be used independently or together depending on the nature of the event or gathering
- a community arts/music and performance practice room
- a meeting room

In addition it is proposed to construct a two storey extension to the Soar Valley Leisure Centre providing;

- additional space for crèche or other leisure centre requirements
- additional floorspace to extend fitness facilities

Finally the scheme also proposes;

- a young persons building which complements the Youth Café at The Green
- a community garden space (which will include secure play opportunities for the playgroup)
- a revised access to Leicester Road served from the mini-roundabout at the junction with The Green
- revised arrangement and extended car parking served from Leicester Road providing an extra 21 spaces (67 in total) associated with the Memorial Centre
- extended car parking provision at the leisure centre (of up to 42 spaces making 161 in total) associated with the additional leisure centre floorspace
- rationalisation and landscaping of the connecting footpath between the two car parks
- enhancement of the public realm incorporating a new frontage to Leicester Road, surfacing, traditional stone wall enclosures, planting, seating, signage and public art.

The Parish Council has indicated that this scheme has been costed at some £3.85 million and that there is a current project fund of £3.4 million leaving a shortfall of £450,000.

2) The Halstead Road – Cufflins Pit Lane Park

This is seen by the Parish Council as a major opportunity to provide a series of benefits to Mountsorrel and the adjoining Soar Valley settlements providing for the creation of a significant new piece of green infrastructure in Central Charnwood. The scheme includes the development of a pavilion, cricket facilities, play facilities, drainage, access, parking, landscaping, footpaths, allotments and bio-diversity enhancements and has been budgeted at a cost of £800,000. The Parish Council have initiated discussions and received grant aid advice from the Football Association/ Football Foundation and the English Cricket Board. Grant aid funding will require match funding.

The Parish Council has indicated that a project fund of £400,000 would enable the project to be undertaken.

3) The Library and Learning Centre

The Library and Learning Centre facility was implemented in 2007 as a partnership with Leicestershire County Council, Charnwood Borough Council and Mountsorrel

Parish Council. All made a significant financial commitment to establish a new facility at the extended Church House in a central location close to the leisure centre and Memorial Centre. The review by Leicestershire County Council of the Library Service and its funding however now threatens the continuation of this facility and therefore a financial contribution is sought of £200,000 towards sustaining the Library and learning Centre under parish council stewardship.

A scheme has also been put forward by Rothley Parish Council in relation to replacing the existing Rothley Centre

New Rothley Centre

Background

At present Rothley Parish Council lease the current Rothley Centre from Charnwood Borough Council. 10 years ago the Parish Council looked at options for the refurbishment of the existing centre or building a new centre. Having looked at the options and following consultation with residents and users of the Rothley Centre, it was decided to look at building a new centre. The Parish Council appointed Architects to design a new centre on land owned by the Parish next to the library on Mountsorrel Lane, Rothley. Planning permission for this building was granted in 2007 although this consent has since lapsed.

The Proposal

The Parish Council appointed Architects who are now updating the design and access statement in order to re-submit a planning application shortly. The cost now is £1.4 million for 676 sq m floor area. Some funds have already been identified from the sale of a cottage, a grant agreed from a local charity and an interested buyer for the village hall, which could raise circa £500,000 to £550,000 towards the total cost. The Parish Council are therefore looking for Section 106 funding from this application and other planning consents with a minimum fund from application P/14/0058/2 of £350,000.

The Parish Council have also included the following comments

Off road parking provision.

We suggest that if and when we can build the new centre, CBC retain the old site for car parking as a village amenity. This car parking is well used by village residents and would help to restore car parking spaces lost when CBC legal department lost the access to the car park at rear of the Royal Oak public house. With the increase in the population of Rothley more parking is urgently needed.

Medical Facilities in Rothley.

- The Rothley Centre building could be demolished in part or completely and redeveloped to provide a Doctors surgery for Rothley. The current practices in Mountsorrel cannot cope with the expected amount of patients once all the houses with planning permission have been built.*

- *We understand that Alpine House practice is looking to expand their facilities but we believe there will still be a short fall of capacity*
- *The Area Health Authority has had funding from previous planning permissions granted and some of this money should be used for a Doctors Surgery in Rothley.*

Conclusion

This is a proposed residential development of up to 130 homes which as submitted by the applicants includes the provision of 30% affordable housing which has been supported by officers including the council's Housing Strategy and Support Manager having regard to current housing needs evidence.

Following the deferral of the application the applicants have however provided information which proposes the reduction of the on-site affordable housing from 30% to 15% in line with the request of the Plans Committee, which would equate to 20 units. Based on a figure considered by the District Valuer of £55,870 for each unit this would result in a financial provision of £1,117,413 towards identified community projects.

Regulation 122 of the Community Infrastructure Levy Regulations 2010 (CIL regulations), provides that:

- A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is;
 - (a) necessary to make the development acceptable in planning terms,
 - (b) directly related to the development, and
 - (c) fairly and reasonably related in scale and kind to the development.

Having considered all four schemes proposed by both Parish Councils, officers consider that three of the proposals as numbered below meet CIL regulations as set out above and the type of facilities proposed are in accordance with the National Planning Policy Framework and Policies ST/1 and ST/3 of the Charnwood Local Plan.

These schemes are:

- 1) The Memorial Centre project,
- 2) The Halstead Road/Cufflins Pit Park; both proposed by Mountsorrel Parish Council, and
- 3) The Rothley Centre proposals, which is proposed by Rothley Parish Council.

The fourth scheme put forward by Mountsorrel Parish Council for the Library and Learning Centre, however, involves using the requested funds for the ongoing stewardship of the Library Learning Centre. Officers consider that the purpose of this funding does not appropriately satisfy the requirements of the CIL regulations and therefore cannot support this proposal.

The schemes identified above are seen to be providing additional and enhanced community facilities. Being within the local area, all three are reasonably well related to the application site, and would be accessible to the occupiers of the site by means

of walking or public transport, particularly as one of the other proposals by the applicants is to fund an additional bus route which would run close to the site. The three proposals highlighted above are considered to satisfy the Regulation 122 test .

The s106 agreement will require a mechanism to ensure full details of the proposals are provided before the Borough Council would release to the respective Parish Council's contributions which will have previously been paid to the Borough Council by the developer. The s106 agreement would also require that the Parish Councils should use the contributions only for the purposes which they have been paid. The relevant Parish Council will be the responsible authority and the s106 agreement will have provisions providing for the release of payments on receipt of a detailed scheme. If full details of the works are not submitted and the works on the schemes not carried out within 4 years of the date of the completion of the S106 agreement, it is considered that any outstanding balance should be available for use as a financial contribution towards the provision of affordable housing within the Rothley/Mountsorrell area . Any outstanding balance not used within 5 years from the date of the obligation would be refunded to the applicants.

On that basis, it is concluded that Recommendation A should be amended to include in addition to the funding requirements set out below in the main report, the provision of financial contributions to the three identified infrastructure schemes which have been calculated as a percentage of the total sum available. This results in the following amounts being provided;

- £413,442,81 for the Memorial Centre project
- £368,746.29 for the Halstead Road/Cufflins Pit Park, and
- £335,223,90 for the Rothley Centre project

Whilst these sums would not fully meet the identified shortfall for the three projects, they go a long way towards meeting the projected funding required to bring the three projects towards completion.

In light of the resolution of Plans Committee when previously considering this application, it is confirmed that it is possible to review the S106 funding package. This could include the reduction in affordable housing and the provision of CIL compliant community infrastructure projects which would also be supported by identified policies within the development plan.

RECOMMENDATION

It is considered that the application could be approved in accordance with the recommendations as set out in the report at Appendix 1 and that Recommendation A could be amended to include the provision of affordable housing at 15% and a contribution of £1,117,413 towards identified community projects at the Memorial Centre, Halstead Road/Cufflins Pit Park and the Rothley Centre.

APPENDIX 1

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Site Location and Description

The site currently comprises of a number of agricultural fields (Grade 3 agricultural land) and extends in total to some 7.5ha being situated on the western edge of Mountsorrel although lying within the Rothley parish.

The site lies immediately adjacent to West Cross Lane, which currently forms the edge of built development in Mountsorrel and is physically and visually separated from the built up edge of Rothley by further open agricultural land. Between the site and the existing residential dwellings to the north situated off Grange Lane is an area of trees and shrubs that currently encloses properties on Grange Lane separating them from the surrounding open countryside.

The land is generally flat although it does gently slope down from the north-west towards the north eastern corner of the site. Along the northern edge of the site outside of the site boundary is a small brook which runs towards the south east before discharging into an existing surface water attenuation basin. This stream is joined at the eastern extremity of the application site by a small brook which runs from the south through the site. There is an existing mature field hedgerow running through the middle of the site.

The Proposal

This is an outline planning application with all matters reserved except for the details of the access. The application as originally submitted sought planning permission for up to 150 dwellings; however, following discussions with the applicants the scheme has been revised and the layout amended and now proposes a development of up to 130 dwellings with access off West Cross Lane.

The proposal is accompanied by a concept Masterplan, which shows proposals for the provision of a substantial landscaped tree belt surrounding the site. In addition the site includes an area of open space and a surface water attenuation basin. The existing hedge that runs through the centre of the site is to be largely retained and incorporated into the design of the development.

The application is accompanied by a series of technical reports including the following documents:

- Planning Statement
- Transport Assessment and Travel Plan
- Baseline Ecological Site Audit
- Design and Access Statement
- Flood Risk Assessment and Drainage Strategy
- Desk Based Archaeology Report
- Aborigicultural Survey Report
- Statement of Community Involvement.

Development Plan Policies and other material considerations

Borough of Charnwood Local Plan 1991-2006 (adopted 12 January 2004) (saved policies).

Policy ST/1 - Overall Strategy for Charnwood - This seeks to set the overall framework for development, in the Borough, ensuring that needs of the community are met, and that features of the natural and built environment are protected and safeguarded where necessary. The policy aims to improve the quality of development through the layout of sites. This is all to be done in an environment of trying to achieve sustainable development in a co-ordinated, comprehensive and consistent basis. It also states that, in identifying development needs of the Borough, measures will be taken to identify areas of Green Wedge and other open land necessary to preserve the separate identity of settlements and to ensure that as urban development takes place, undeveloped links to the countryside extending outwards from the urban areas are retained.

Policy ST/2 - Limits to Development - This policy seeks to restrict development to within the existing Limits to Development boundaries of existing settlements to ensure that development needs can be met without harm to the countryside or other rural interests.

Policy ST/3 - Infrastructure - Seeks to ensure that developers provide financial contributions for things which have an impact on related infrastructure or community facilities. These are to be negotiated through legal agreements.

Policy EV/1 - Design - This seeks to ensure a high standard of design for developments which respect the character of the area, nearby occupiers, and is compatible in mass, scale, layout, whilst using landforms and other natural features. It should meet the needs of all groups and create safe places for people.

Policy H/5 - Affordable Housing on Unallocated Sites - Seeks to secure the provision of the appropriate amount of affordable housing with a range of house types on windfall sites.

Policy H/16 - Design and Layout of New Housing Developments - This policy seeks to ensure that proposed housing developments are planned to ensure that high

standards of design are achieved in terms of scale, character of the area, privacy, landscaping and creating a safe and secure environment.

Policy CT/1 - General Principles for Areas of Countryside - This sets out the criteria against which to assess proposals for development within a Countryside location. This is limited to small scale developments and re-use and adaptation of rural buildings for uses suitable in scale and nature. The exceptions are agricultural or forestry proposals, facilitation of the rural economy, improving recreational facilities, and implementing strategically important schemes. The submitted proposal has to be assessed against the above criteria.

Policy CT/2 - Development in the Countryside - This policy seeks to ensure that development acceptable in principle should not harm the character and appearance of the countryside and safeguard its amenity interests.

Policy TR/5 - Transport Standards for New Development - This indicates that major proposals for housing employment or other uses would be appropriate within an urban location which is well served by public transport and within 400m of a potential bus route. Opportunity should be sought to improve cycling facilities where possible.

Policy TR/6 - Traffic Generation from New Development - This seeks to restrict development which through its impact results in an unsatisfactory operation of the highway system, or has a significant impact on the environment, unless measures are proposed to overcome any harmful effects. In all cases measures should help to reduce car dependence and usage.

Policy TR/18 - Parking in New Development - This seeks to set the maximum standards by which development should provide for off street car parking dependent on floorspace or dwelling numbers.

RT/3 - Play Spaces in New Development - This policy seeks to ensure the provision of play space in development primarily for family occupation and sets out standards required to achieve this. Also allows for seeking commuted sum payments of developments less than 10 dwellings in areas where there would be, or is a deficiency in play space in an area.

RT/4 - Youth/Adult Play in New Development - This seeks to ensure the provision of youth/adult play provision on developments of more than 10 units. Where this is not feasible on the site, then a commuted sum can be negotiated.

RT/5 - Amenity Open Space in New Development - This policy requires the provision of 38sqm per 10 dwellings for additional amenity open space on all developments over 10 dwellings.

RT/12 – Structural Open Space Provision in New Development. – This policy sets out a requirement for the provision of the above to ensure that development is compatible in the wider landscape.

Other Policies

National Planning Policy Framework 2012 (NPPF)

The Framework sets out the Government's planning policies for England, how these are expected to be applied and taken into account in the preparation of local and neighbourhood plans, and as a material consideration in the determination of planning decisions. (Para2).

The Framework states that the purpose of the planning system is to contribute to the achievement of sustainable development and that there are 3 dimensions to this:

- An economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places to support growth and innovation
- A social role – supporting strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations, and by creating a high quality built development with accessible local services;
- An environmental role – contributing to protecting and enhancing our natural, built and historic environment.

At the heart of the Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision making. For decision making, this means:

- Approving development proposals that accord with the development plan without delay; and
- Where the development plan is absent, silent or relevant policies are out of date, granting permission, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or where specific policies in the Framework indicate development should be restricted. (Para 14 and 197).

Section 4: Promoting Sustainable Transport

Paragraphs 29 – 32 indicate that transport policies have an important role to play in facilitating sustainable development, but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development

should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Section 6: Delivering a wide choice of high quality homes

To boost significantly the supply of housing, local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% to provide a realistic prospect of achieving the planned supply (Para 47).

Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites (Para 49).

Section 7: Requiring good design

Good design is a key aspect of sustainable development is indivisible from good planning and should contribute positively to making places better for people (Para 56). In determining planning applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area (Para 63). Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions (Para 64).

Section 10: Climate change and flooding

In determining planning applications, local planning authorities should expect new development to:

- Comply with adopted local plan policies on local requirements for decentralised energy supplies; and
- Take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (Para 96).

The Framework states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. Opportunities offered by new development to reduce the causes and impacts of flooding should be used.

Section 11: Conserving and enhancing the natural environment

The planning system should contribute to and enhance the natural and local environment by:

- Protecting and enhancing valued landscapes
- Recognising the wider benefits of ecosystem services

- Minimising impacts on biodiversity and providing net gains in biodiversity (Para 109).

Paragraph 118 sets out the principles when determining planning applications for which development which has an impact on biodiversity. Paragraph 121 deals with ground conditions and environmental pollution, requiring that planning policies and decisions ensure that the site is suitable for its new use taking account of ground conditions and land instability and paragraph 123 deals with noise and states that decisions should aim to avoid noise from giving rise to significant adverse impacts and take into account the presence of Air Quality Management Areas (Para 124).

Section 12: Conserving and enhancing the historic environment

The Framework requires that in determining applications applicants should describe the significance of the asset affected, the level of detail required being proportionate to the assets importance. Local Planning Authorities should identify and assess any heritage asset that may be affected by a proposal in order to minimise conflict between the heritage asset's conservation and any aspect of the proposal.

Decision taking

The Framework says that local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision making and plan-making should be seamless, translating plans into high quality development on the ground (Para 186). It therefore requires Local Planning Authority's to approve development proposals which accord with the local plan without delay, and where the plan is absent, silent, or its policies are out of date, planning permission should be granted for development unless its adverse impacts would significantly and demonstrably outweigh the benefits (para 14). In assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development (Para 197).

It is important to note that the document states that if a local planning authority cannot demonstrate a five year supply of deliverable housing sites, relevant policies for the supply of housing should not be considered up-to-date, and applications for housing should be considered in the context of a presumption in favour of sustainable development (Paragraph 49).

Charnwood Supplementary Planning Documents

Leading in Design Supplementary Planning Document February 2006

This encourages and provides guidance on achieving high quality design in new development. It indicates that the Council will approach its judgments on the design of new development against the following main principles:

- Places for People – Successful developments contribute to the creation of distinctive places that provide a choice of housing and complementary facilities and activities nearby. Good design promotes diversity and choice through a mix of compatible developments and uses that work together to create viable places that respond to local needs.

- Accessible Places – Successful developments are easy to get to and move through, with short, direct public routes overlooked by frontages.
- Safe Places – Successful developments are safe and attractive with a clear division between public and private space. Good design promotes the continuity of street frontages and the enclosure of space by development which clearly defines public and private areas.
- Sustainable Places – Successful developments are able to adapt to improve their long-term viability and are built to cause the least possible harm to the environment. It also incorporates resource efficiency and renewable energy measures to take into account the long-term impact of a development.
- Distinctive Places – Successful developments respond to their context.

Developer Contributions (SPD)

Sets out the circumstances which might lead to the need for a contribution to the provision of infrastructure, community services or other facilities. Recent appeal decisions have confirmed that Inspectors will not support obligations (even if agreed by the appellant) unless the planning authority can demonstrate that they are specifically related to the proposed development. Regulation 122 of the CIL Regulations introduced on the 6 April 2010 prescribes the limitations on the use of planning obligations. Accordingly it is unlawful for a planning obligation to be a reason for granting planning permission for a development that does not meet all of the following tests:

- It is necessary to make the development acceptable in planning terms;
- It is directly related to the development; and
- It is fairly and reasonably related in scale and kind to the development.

The advice is that local planning authorities should ensure that the policy tests are set out in the committee or delegated reports where a section 106 agreement is to be negotiated. The obligations should be reasoned in the reports in light of the tests and clear advice that if the contributions do not satisfy the tests, that no weight should be attributed to them in the decision making process. There is a substantial risk that a decision to grant planning permission could be challenged as being unlawful if the planning authority cannot demonstrate that the tests have been met.

Other Material Considerations

Emerging Local Plan Core Strategy

The Charnwood Local Plan Core Strategy has been submitted to the Secretary of State and is currently the subject of an examination. Whilst it is not yet part of the Development Plan for Charnwood it sets out the most up to date expression of Council policy, having been approved for submission by the Council following widespread consultation. Decision takers may give weight to relevant policies in the Core Strategy depending on the extent and significance of unresolved objections to a particular policy and the degree of consistency with the NPPF.

Policy CS1 – Development Strategy sets out the development strategy for the borough identifying the priority location for growth is the Leicester Principal Urban Area whilst the majority of remaining growth is to be met at Loughborough and Shepshed. Seven service centres are also identified where a smaller amount of development is proposed to maintain their facilities and services. In Service Centres it is proposed to respond positively to sustainable developments which contribute towards meeting the development needs, supports the Council’s strategic vision, makes effective use of land and is in accordance with the policies in the strategy.

Policy CS2 - High Quality Design requires developments to make a positive contribution to Charnwood, reinforcing a sense of place. Development should respect and enhance the character of the area, having regard to scale, massing, height, landscape, layout, materials and access; protect the amenity of people who live or work nearby, provide attractive well managed public and private spaces; well defined and legible streets and spaces and reduce their impact on climate change.

Policy CS3 - Strategic Housing Needs sets out affordable housing requirements and an appropriate mix of types, tenures and sizes of home. For developments at Mountsorrel there is a target of 30% on sites of 10 dwellings or more.

Policy CS11- Landscape and Countryside seeks to support and protect the character of the landscape and countryside by:

- Requiring new developments to protect the landscape character and to reinforce sense of place and local distinctiveness by taking account of relevant local Landscape Character Assessments
- Requiring new development to take into account and mitigate its impact on tranquillity
- Requiring new development to maintain the separate identities of our towns and villages
- Supporting the provision of community services and facilities that meet proven local needs as identified by a Neighbourhood Plan or other community-led plan.

Policy CS12 – Green Infrastructure protects and enhances green infrastructure assets including addressing the identified needs in open space provision.

Policy CS13 - Biodiversity and Geodiversity supports development that protects biodiversity and geodiversity, requiring development to take account of the impacts particularly with regard to important sites. Development which results in the loss of these features will only be supported in exceptional circumstances where benefits clearly outweigh harm. Adequate mitigation or, as a last resort, compensation will be required where there are impacts.

Policy CS15 - Open Spaces Sports and Recreation requires new development to meet the standards set out in our Open Space Strategy and to provide for long term management and investment plans for existing and new facilities.

Policy CS16 - Sustainable Construction and Energy encourages sustainable design and construction including measures that reduce the need for energy and secure residual need for energy through low carbon or renewable sources to exceed Building Regulations for carbon emissions. Design and Access Statements for major

developments are required to demonstrate how the need to reduce emissions has influenced the design, layout and energy source used. The policy directs development to locations within the Borough at the lowest risk of flooding by applying the Sequential Test and, if necessary, the Exceptions Test. Developments that take the opportunity to reduce flood risk elsewhere are supported and there is also a requirement to manage surface water run off so there is no net increase from that for Greenfield sites. The policy supports development which protects environmental resources including local air quality and the most versatile agricultural land.

Policy CS17 - Sustainable Transport seeks a 6% shift from travel by private car to sustainable modes by requiring major developments to provide access to key facilities by safe and well lit routes for walking and cycling that are integrated with the wider green infrastructure network and by securing new and enhanced bus services where new development is more than 400m walk from an existing bus stop.

Policy CS25 – Delivering Infrastructure seeks to ensure that development contributes to the reasonable costs of on site, and where appropriate off site, infrastructure, arising from the proposal through the use of Section 106 Agreements.

Affordable Housing

Both the Borough of Charnwood Local Plan and the Affordable Housing SPD (2005) were prepared to reflect Government Guidance of that time. The NPPF no longer sets a national threshold and this part of the SPD no longer carries any significant weight. In the absence of an up to date statutory development plan policy to guide the amount of affordable housing provision for sites any relevant other material considerations must be taken into account. Appropriate material considerations include the two evidence studies (listed below) and the Charnwood Local Plan Core Strategy Policy CS3: Strategic Housing Needs. Policy CS3 is, in effect, an expression of the evidence base and it is the evidence base that is a material consideration. Relevant evidence is set out in:

- Affordable Housing Economic Viability Assessment (2010)
- Leicester and Leicestershire Strategic Housing Market Assessment (2014)

Taken together, these material considerations point towards requests being made for affordable housing on sites of 10 or more dwellings in most areas and 5 or more dwellings in more rural settlements, requesting between 20-40% affordable housing depending on the location of the site and requesting a 80/20 split between social/affordable rent and intermediate housing (as set out in Policy CS3 of the emerging Core Strategy).

County Highway Authority Design Guide

The County Highway Authority has adopted a Design Guide for new development which contains, in Section DG6: Public Transport, advice that pedestrian access to bus routes should generally, in urban areas, be a maximum of 400m and desirably no more than 250m. In rural areas the walking distance should not be more than 800m.

National Planning Practice Guidance

This document provides additional guidance to ensure the effective implementation of the planning policy set out in the National Planning Policy Framework. Section 8 encourages the promotion of healthy communities. It advises planning decisions should aim to deliver safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion (Para 69).

6'c Design Guide

The County Highway Authority has adopted a Design Guide for new development which contains, in Section DG6: Public Transport, advice that pedestrian access to bus routes should generally, in urban areas, be a maximum of 400m and desirably no more than 250m. In rural areas the walking distance should not be more than 800m.

Open Spaces, Sport and Recreation Study 2010.

The study looked at the amount of open spaces across the borough, its quality and also how close it is to peoples' homes. The key aims and objectives of the study are to:

- provide local standards for open space, sport and recreation to enable the setting of local policies
- identify surpluses and deficiencies in open space, sport and recreation provision and to consider these against current needs and future growth
- help understand the split in responsibility for open space, sport and recreation provision between the private and educational sectors, Parish/Town Councils the County Council and the Borough Council
- inform future policies and planning obligations
- provide specific recommendations for the type and amount of open space, sport and recreation provision across the Borough and for each Sustainable Urban Extension (SUE)
- form part of and inform a wider Green Infrastructure approach in the Charnwood Core Strategy and other Development Plan Documents
- inform a wider evidence base about how each settlement within Charnwood functions and in particular how improved open space, sport and recreation provision can contribute to wider social, economic and environmental objectives.

The findings of the study provide a clear vision for the future delivery of open space, sport and recreation facilities and provide evidence for informed decision making.

Relevant Planning History

None

Responses of Statutory Consultees

Leics CC (Highways) - Following the submission of revised travel plan data addressing the issue of visibility at junctions and the proposed access, the highway authority have no objections to the application subject to the imposition of appropriate conditions and:

- a contribution of £46,800 towards off-site traffic calming measures on Walton Way
- a contribution towards public transport provision and improvement including the funding of a new daytime bus service
- a contributions towards travel packs and 6 month bus passes available for new residents
- the provision of 2 new bus stops, information display cases at the new bus stops and bus shelters;
- a planning condition requiring the provision of off-site traffic calming measures on Swithland Lane and The Ridings.

Leicestershire County Council (Developer Contributions) – Requests the following contributions:

- Libraries: the proposed development will impact on local library services and therefore request a contribution of £7070 for the provision and enhancement of library services and resources.
- Education: Seeks a contribution of £377,489.11 in the Primary Sector towards providing an additional classroom at the new school at Brookfield Farm, Rothley currently under development. The site falls within the catchment area of Rothley Church of England Primary School. This school does not have the potential for expansion to accommodate additional pupils occupying a constrained site. There is also currently a deficit of 21 places at Christ Church and St Peters Church of England Primary School in Mountsorrel. And a contribution is also sought of £82,916.69 for the Post 16 Sector which will be used to accommodate additional places by improving, remodelling and enhancing the existing facilities at Longslade Community College and/or Rawlins Community College.
The education contribution is therefore a total of £460,405.80
- Civic Amenities: A contribution of £6,717 towards mitigating the impacts arising from the increased use of the Civic Amenity Site.

Planning Policy & Housing Strategy and Support Manager (CBC) - This is a proposed residential development of up to 130 homes including 30% affordable housing. A request has been received from Mountsorrel Parish Council and Rothley Parish Council to reduce the affordable housing to 15% in lieu of a financial contribution towards schemes for Halstead Road recreation ground and the memorial hall in Mountsorrel and community facilities in Rothley. Having regard to the housing needs evidence and other infrastructure requirements it is not considered, on the basis of the information available, that it is appropriate or justified to reduce the affordable housing provision.

The Council's Senior Ecologist – Does not object to the application. On the basis of the ecological information submitted with the application and the supplementary information provided, would recommend that conditions are attached to any grant of planning permission.

Leicestershire Constabulary – The lack of capacity in existing infrastructure to accommodate the population growth and associated demands occasioned by the development means that it is necessary for the developer of the site to provide a contribution to policing so the situation might be remedied. It is the view of the

Leicestershire Constabulary that the request is directly related to the development and the direct Policing impacts that the development will generate based on an examination of demand levels in the local beat area, the settlement and existing Policing demands and deployment. The request is wholly related to the scale and kind of the application development.

A request for a contribution of £62,277 is made.

NHS England - There are two GP practices in Mountsorrel. The Linkfield Road practice is small and has indicated that it is not looking to expand its facilities further. The Alpine House surgery is the larger of the practices and is willing to expand its facility to meet the needs of the increased population. On that basis a contribution is requested of £66,531.96, which would be used to finance an extension to the building to provide additional clinical and administration space which would enable the practice to accommodate more patients.

The Environment Agency - The SuDS attenuation basin is located in an area of modelled Flood Zone 2 within the FRA and this echoes the view that the area is locally known to be seasonally waterlogged any SuDS feature may either drown out or displace water elsewhere in the 1000 year event return periods. The Environment Agency advocates a sustainable approach to master planning and we would recommend that the area shown in Flood Zone 2 is utilised as open space. The proposed development will be acceptable subject to the attachment of conditions requiring details of the surface water drainage scheme to be submitted and agreed.

Severn Trent Water Authority – Has no objection to the proposals, but request that a condition be attached requiring the submission of foul and surface water drainage details.

Leicestershire County Council Senior Access and Development Officer – has no objection to the proposed development and supports the applicant's proposal to create a footpath link from the proposed development to the existing Public Footpath.

Mountsorrel Parish Council – The parish council opposes this application and wishes to record its strong objections and endorses the representations of residents:

- The proposal is contrary to established planning policies for the Borough and the strategy and objectives of the new Local Plan.
- The Borough Council has advanced its Core Strategy to an Examination in Public and decision making on applications of this scale should be taken in line with the Core Strategy.
- Mountsorrel has experienced overwhelming expansion over a long period but services and facilities have not been approved to match.
- Mountsorrel experiences social and economic difficulties which have resulted in designation as a Priority Neighbourhood.
- The floodplain to the east and quarrying to the north has meant that expansion has taken place to the south and west of the village resulting in an unbalanced arrangement of housing increasingly remote from the village centre.
- The parish of Mountsorrel has virtually reached blanket development and the application proposals involve the extension of the settlement into the adjoining parish.

- This remote location does not meet sustainable transport choice tests. A subsidised bus service will not endure and it is evident that all previous bus service provision to this area has failed.

The Parish Council is also mindful of recent decisions made by both the Borough Council and Inspectors and wishes to address the position should planning consent be granted. Over several decades the Parish Council has sought in partnership with the Borough and County Councils to redress the balance in new and improved facilities and in defining the priorities for action has undertaken two village wide consultation exercises. As a result a number of priority projects have been identified which it is considered will contribute towards a healthy community.

These are:

- **Proposed Memorial Centre project.** Proposals for this are well advanced, and have the support of key agencies and organisations and have been submitted as a fully detailed planning application which includes additional facilities for young people and extended Leisure Centre facilities. The scheme has been costed at some £3.85 million. There is current project funding of £3.4 million leaving a shortfall of £450k.
- **Halstead Road/Cufflins Pit Lane Park.** This is a scheme including the development of a pavilion, cricket facilities, play facilities, drainage, access, parking, landscaping, footpaths, allotments, and bio-diversity proposals. It will provide a major opportunity for the creation of a significant new piece of green infrastructure providing a series of benefits to Mountsorrel and the adjoining Soar Valley settlements and is firmly based on established National Planning Policy as well as Borough Council assessment and policy, including the 6C's Green Infrastructure Strategy and the Charnwood Open Spaces Strategy 2013-2028. The scheme has been costed at £800k with grant aid, match funding of £400k would enable this project to be undertaken.
- **The Library Learning Centre.** This was implemented in 2007 as a project involving Leicestershire County Council, Charnwood Borough Council and Mountsorrel Parish Council. The review of Library Services by Leicestershire County Council and its funding threatens the continuation of this facility. A financial contribution of £200k could sustain this facility under Leicestershire County Council stewardship.

In view of the above Mountsorrel Parish Council wishes to formally request that the Borough Council consider the following should planning consent be granted for the proposals:

- To reduce the affordable housing level on the site from 30% to 15%.
- Utilise the additional value generated as a financial contribution towards the community based projects referred to above.
- To provide relevant open space and play provision on site as part of a revised proposal but to transfer the value of the proposed Multiple Use Games Area to the Halstead Road/Cufflins Pit Lane project.
- To review the relative advantage of a short term bus service against the long term benefits of a properly resourced Library and Learning facility.

Rothley Parish Council - Objects to the proposal as it encroaches into the area of separation between Rothley and Mountsorrel, which if allowed would open the gates for further development along both West Cross Lane and similar areas adjoining the countryside. Notwithstanding the developers offer to fund a bus service to this development the Parish Council maintains that it is unsuitable by virtue of the distance from local facilities.

Further comments have been received which restate that the Parish Council remains strongly opposed to this development but wishes to submit additional comments:

- Should the application be granted planning permission the Parish Council would like to see a legally binding agreement that the adjoining land owned by the landowner should not be developed for the next 30 years
- The education contribution should go to the Rothley Primary school because the application site is within that school catchment area
- All other contributions should be to the benefit of Rothley residents in view of the 700 new properties built or granted planning permission in the last 7 years. Community services and facilities are under pressure and once all properties already approved are built, will be insufficient. The current community centre is leased from CBC and space is limited to expand. Initial plans for a new centre were agreed in 2007 at a cost of £1.5 million. Since then costs will have risen and although the parish has some funds available there is a substantial shortfall to meet the needs created by the developments.
- There is no doctors surgery in Rothley and nearby surgeries are under pressure.
- The Parish Council would support a reduction of affordable housing from 30% to 15% subject to a sum of at least £500k being provided to Rothley to enable better community facilities to be provided in Rothley.

CPRE - Objects to the application on the following grounds:

- The development is not consistent with the emerging Core Strategy being located outside the boundary of the settlement established by the former Local Plan.
- It is within an Area of Separation and threatens the separate identities of Mountsorrel and Rothley contrary to policy CT/4 of the Local Plan and CS11 of the emerging Core Strategy.
- The development by reason of its size, scale, mass, height and design would result in a visually dominant development.
- The only bus stop is more than the recommended walking distance from the proposed site and the draft Core Strategy seeks to reduce reliance on travel by car throughout the Borough.
- The NPPF is clear that prime agricultural land should not be used when other sites are more suitable.
- There are concerns about the location of the LEAP and the layout does not indicate the distribution or location of the types of dwellings including the affordable housing.
- There are concerns about the wider implications of building in the Soar Valley which are consistently overlooked. Green areas and farmland act as soakaways

and are sacrificed for development. The consequent 'run off' from remote sites increases the flooding issues for settlements in the valleys.

Other Comments Received

Neighbour representations

Objections have been received from 122 neighbours and an additional 81 have submitted comments on the proposals. These are summarised as follows:

- The proposed site forms part of a Green Wedge and an Area of Separation between the two villages of Mountsorrel and Rothley, which helps to maintain their separate identities. Further building will bring them closer to becoming coalesced. These areas of local separation are supported by the Charnwood Local Plan.
- The proposals are contrary to the current Charnwood Local Plan and to the Core Strategy.
- There is no public transport provision to or near the site. West Cross Lane is not supported by any public transport services the nearest bus stop being on Mountsorrel Lane some 850m away.
- Local services and Facilities are too distant from the site.
- There are increased traffic and road safety implications of the development. The vehicular access is just off a bend in West Cross Lane, moving from a 60mph to a 30mph zone. There are no traffic calming measures in place.
- Mountsorrel and Rothley are villages which are both heavily oversubscribed with housing.
- The proposals are contrary to the 12 core principles of the NPPF.
- The proposed site is not in a Development Focus Area within the new Charnwood Core Strategy and Local Plan 2006-2028.
- Local schooling is at capacity, including the new school at Rothley.
- The site encroaches on the Rothley Ridgeway Conservation Area and will have an adverse impact on the setting of the conservation area and the buildings within it.
- The proposed affordable housing does not fit in with policy guidelines.
- There is an abundance of wildlife in the vicinity of the site contrary to the submitted ecological appraisal.

Consideration of the Planning Issues

The following are the main planning issues that should be considered:

- The Principle of Development and Sustainability
- Impact on the Area of Separation
- Design and Layout
- Infrastructure Implications

The Principle of Development and Sustainability.

The starting point for decision making on all planning applications is that they must be made in accordance with the adopted development plan unless material

considerations indicate otherwise. Policies in the adopted Charnwood Local Plan are therefore the starting point for consideration, although the weight that is attached to these policies is dependant upon the degree to which they are consistent with the National Planning Policy Framework (the Framework).

The policies of the saved Local Plan set out a strategy for housing provision for the period 1991-2006 and are clearly, therefore, out of date, a position which has previously been acknowledged by the Council and been confirmed in a number of recent appeal decisions.

The Framework’s presumption in favour of sustainable development (paragraph 14) means:

- Approving development proposals that accord with the development plan without delay; and
- Where the development plan is absent, silent or relevant policies are out of date, granting permission, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or where specific policies in the Framework indicate development should be restricted. (Para 14 and 197).

Further paragraph 49 of the Framework states that housing applications should be considered in the context of the presumption in favour of sustainable development, and relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five year supply of housing.

Housing Land Supply

The Council acknowledges that it does not currently have a five year supply of deliverable housing based on the housing requirements for the period 2006-2028. The table below summaries the Borough Council’s 5 year housing supply position as at June 2014.

	Charnwood Borough Housing Supply Estimate as at 30th June 2014	Charnwood Total
a	Charnwood Pre-Submission Draft Core Strategy Housing Requirement (2006-2028)	17380 790per annum
b	Completions (2006 to 31st June 2014)	5,762
c	Residual Requirement 2014-2028 (a – b). (11,618 \ 14 years = 830)	11,618 830 per annum
d	Requirement for 5 years 2014-2019, (5x 830).	4,150
e	Requirement for 5 years 2014-2019 with 20% buffer for under delivery in accordance with NPPF.	4,980
f	Expected supply of deliverable sites (planning permissions likely to be built July 2014	4,101*

	-2019)	
g	Surplus over requirement (e -f)	-879
h	Number of years supply (f divided by 996 (e divided by 5)).	4.12 years

*includes sites that are awaiting signing of Section 106 agreements.

Whilst the Framework makes it clear that decision makers may give weight to relevant policies in emerging plans, the degree of weight given to each policy prior to its adoption depends on whether or not the policy is consistent with the Framework and whether it is contentious. Although it is recognised that the Borough Council's emerging Core Strategy is now under examination, its policies relating to development strategy and the allocation of housing (Policy CS1) still has limited weight due to the level of opposition received regarding this policy. Given, the lack of a 5 year supply of housing land across the Borough and the delay there will be before a core strategy and allocations development plan document is adopted, it is considered that the principle of housing development on this site should be supported in accordance with the guidance contained within The Framework, unless any adverse impacts would significantly and demonstrably outweigh the benefits of providing the required housing or where specific policies in the Framework indicate development should be restricted.

Sustainable Development.

Both Rothley and Mountsorrel are identified as 'Service Centres' in the Council's settlement hierarchy with almost all services and facilities being represented Whilst the proposed development would increase the local population and therefore impact on existing facilities and services, through the provision of appropriate developer contributions funding can be obtained to support and expand existing services and facilities to cater for the additional development.

Residents have commented about the distance from the site to the nearest facilities and the sustainability of the proposed development. Whilst the site is some distance from the centre of either Rothley or Mountsorrel villages there are nearer facilities along the Rothley Road in Mountsorrel including a small range of shops an off-licence, fish and chip shop as well as doctors surgery.

The distance from the site to services is as follows:

FACILITY	DISTANCE
Newsagent and Local Supermarket (Cromwell Road)	0.7km
Rothley Library	1.8km
Primary School (Mountsorrel)	1.7km
(Rothley)	1.7km
Secondary School (Birstall Stonehill High School)	5.7km
(Rawlins Community College)	5.2km
Doctors Surgery	1.4km
Bus Stop	1.0km

Currently the nearest public transport services which run between Leicester and Loughborough along the Mountsorrel Lane/ Rothley Road are located some 1km from the site. The applicant however proposes to fully fund a new circular bus service between Loughborough and Mountsorrel to run along West Cross Lane and Carisbrooke Road. This would provide increased access to public transport and local services and facilities both by the occupiers of the new development as well as existing residents in the area.

The distance to services is however only part of the judgment about sustainable development, which includes a wider ranging assessment of the economic, social and environmental roles of the development. The proposals would provide a range and mix of house types including a proportion of affordable housing in a high quality environment. In addition facilities for children and young people would be provided on site. Finally the scheme does propose extensive areas of landscaping that would seek to enhance the appearance of the site and mitigate its impact on the surrounding countryside. Based on the advice contained in The Framework and with reference to recent appeal decisions, including one at Mountsorrel Lane, it is considered that having assessed all aspects of the development these proposals would give rise to a sustainable form of development.

Design and Layout

The planning application is an outline proposal with all matters reserved except of means of access. The application is accompanied by an illustrative masterplan setting out the broad form and layout of development. The scheme as originally submitted was for a development of up to 150 dwellings however following discussions with officers this number has been reduced to 130.

In addition to reducing the overall number of dwellings proposed, amendments have been made to the layout and design of the scheme, simplifying the number and extent of the character areas proposed within the development. The layout now proposes a central character area, set back from but running broadly parallel alongside either side of an existing hedgerow that runs through the middle of the site. This area of the development would be of a higher density but create a vista through the centre of the development from West Cross lane towards the open space and balancing area on the eastern end of the site. Along this central spine it is proposed that further landscaping would be undertaken and a footpath would run the centre of the site.

To avoid the complete enclosure of the site, which would cut off views from the site and the nearby residential areas towards the open countryside beyond, the layout has been amended creating vistas through the development and the proposed landscaped buffer and setting back the tree planting from West Cross Lane. A number of trees on the West Cross Lane frontage of the site and one individual tree within the site are the subject of Tree Preservation Orders. All of these trees are retained and consideration of their siting and size has been taken into account in the proposed layout.

Impact on the Area of Separation

The land currently forms part of the Area of Local Separation between Rothley and Mountsorrel which is a longstanding designation embodied by Policy CT/4 of the Charnwood Local Plan. This designation is also carried forward in the emerging

Core Strategy, Policy CS11 which states: *'We will protect the predominantly open and undeveloped character of Areas of Local Separation unless new development clearly maintains the separation between the built up areas of these settlements'*.

In the recent appeal decision in relation to the land off Mountsorrel Lane, Rothley, which was also for development in an Area of Local Separation, the Inspector agreed with the Council that Policy CT/4 does not conflict with the Framework in that it contains references to the need to conserve and enhance the environment recognising the intrinsic character and beauty of the countryside and the continuing need to protect valued parts of the countryside from development. At the same time he also highlighted that this does not mean that all development within existing Areas of Local Separation should be permanently sterilised from development and that each case should be considered on its merits. He also stated that Policy CT/4 cannot be given full weight because it represents an outright ban on open market housing, without the possibility of any counterweighing benefit outweighing the prohibition. The appeal was allowed and planning permission for the development was granted subject to conditions.

This site lies on the edge of the Area of Local Separation between Rothley and Mountsorrel which itself adjoins a further Area of Local Separation on The Ridgeway area of Rothley. The result is a large area of open mainly agricultural land which separates the settlements of Rothley and Mountsorrel, the narrowest point of which lies to the east of the application site where it narrows to around 120 metres. On either side of this gap are woodland areas that partially hide the residential development beyond. To the west the separation between the settlement edges widens considerably and it is within this area that the application site sits.

The development would change the character of the site from a farmland setting to a residential area; however when considered in the context of the landscape setting of the area and the site's immediate relationship to the edge of the settlement of Mountsorrel, the magnitude of change will not be significant and the landscape screening buffer enclosing the site would limit any adverse impact. Therefore it is considered that the impact of the development on the area of separation would not result in a justifiable reason for refusal of the application.

Infrastructure Implications

Policy ST/3 of the Borough of Charnwood Local Plan provides for opportunities to secure improvements to infrastructure where there are deficiencies identified by consultees. This is supported by the Council's adopted Developer Contributions SPD. In respect of this proposals and following consultation requests have been made to secure improvements to existing community infrastructure. These requests have to be tested against the Community Infrastructure Levy (CIL) Regulations 2010

The applicant's proposals include the provision of 30% onsite affordable houses and a financial contribution of £382,000, which would be used to establish a new bus route serving the area. Finally onsite children's play facilities and youth/adults provision in the form of a multi use games area (MUGA) are proposed in accordance with the Council's adopted SPD.

Finally, there are currently a number of 'informal' rights of way used by local residents that cross the land between West Cross Lane and Rothley. These are not adopted public rights of way but informal routes used by local residents for exercising and dog walking. The applicants have indicated their agreement to formalise the provision of one of these routes to run through the site and link to Rothley.

Leicestershire County Council (Highways) has requested:

- A contribution of £46,800 towards off-site traffic calming measures on Walton Way,
- Travel Packs to inform new residents, from first occupation, of sustainable travel choices in the surrounding area (can be supplied by LCC at £52.85 per pack);
- 6 month bus passes, two per dwelling (2 application forms to be included in Travel Packs and funded by the developer) to encourage new residents to use bus services, to establish changes in travel behaviour from first occupation and promote usage of sustainable travel modes other than the car (can be supplied through LCC at (average) £350.00 per pass – NOTE it is very unlikely that a development will get 100% take-up of passes, 25% is considered to be a high take-up rate); and
- Improvements to nearest bus stops (including raised and dropped kerbs to allow level access) to support modern bus fleets with low floor capabilities at £3263.00 per stop.
- Information display cases at the 2 new bus stops; to provide high quality and attractive public transport facilities. At £4,908 per shelter.

The proposed request is considered to relate directly to the development proposed, is necessary to make the development acceptable in planning terms and is fairly and reasonably related in scale and kind to the proposed development and therefore complies with the requirements of the CIL Regulations 2010.

Leicestershire County Council (Libraries) – request a contribution of £7,070

The proposed development will impact on local library services at the nearest local facility being the Rothley Library on Mountsorrel Lane. Therefore would request a contribution towards the provision and enhancement of library services and resources to meet the additional demands on library facilities at Rothley

It is considered that this request is in scale and necessary to make the development acceptable based on meeting the identified needs of future occupiers of the development. This money would be spent within 5 years of the development commencing. The request is considered to comply with the requirements of the CIL Regulations 2010.

Leicestershire County Council (Education) – request a contribution of £460,405.80

The contribution would comprise of £377,489.11 in the Primary Sector towards providing for an additional classroom at the new school at Brookfield Farm, Rothley currently under development as the Rothley Church of England Primary School does not have the potential for expansion to accommodate additional pupils occupying a constrained site. And a contribution of £82,916.69 for the Post 16 Sector will be used to accommodate additional places by improving, remodelling and enhancing the

existing facilities at Longslade Community College and/or Rawlins Community College. The request is considered reasonable and compliant with CIL Regulations 2010.

Leicestershire County Council (Environment and Transport) – request a contribution of £6,717. This would be used towards the delivery of Civic Amenity and waste facilities in the local area mitigating the impacts arising from the increased use of the Civic Amenity Site. The request is considered reasonable and compliant with CIL Regulations 2010.

NHS England has requested a contribution of £66,531.96. There are two GP practices in Mountsorrel. The Linkfield Road practice is small and has indicated that it is not looking to expand its facilities further. The Alpine House surgery is the larger of the practices and is willing to expand their facility to meet the needs of the increased population. On that basis a contributions is requested which would be used to finance an extension to the building to provide additional clinical and administration space which would enable to practice to accommodate more patients.

Specific proposals have not been provided or costed although the request is, in principal, considered reasonable and compliant with the CIL Regulations 2010, The Council will be the responsible authority and can be relied upon to manage contributions appropriately on receipt of a detailed scheme with appropriate evidence that the final extension and expenditure will be CIL compliant. The agreement requires that the Council (or other parties) should use the contributions only for the purposes which they have been paid. In essence, full details of the proposed alterations and or extensions required will need to be provided before the Borough Council releases any contributions paid to the Borough Council by the developer.

Leicestershire Police has requested a contribution of £62,277. Leicestershire Constabulary has stated that the development is likely to result in an increased demand for their services. They have identified several areas where the proposal is likely to result in the need for policing services.

The Council identified within its Developer Contributions SPD 2007 that some contributions for Policing can be justified in certain circumstances where there are capital costs arising. Within that document it allows for contributions to new Police Stations, or extensions to new stations.. Since then, the Police have broadened their requests to deal with a range of other Police related infrastructure. Some of these requests have been unspecific or lacking in evidence and as a consequence they have not demonstrated how they are directly related to the needs of the development. They have therefore failed to comply with the requirements of the CIL Regulations 2010 and have not been accepted by the planning authority.

In this case, it is not possible to conclude whether the sum requested for new premises is fairly and reasonably related to the development. Growth of the area should also be accommodated from funding streams within the Police Grant Formula and it is not possible to see how this has been reflected when calculating the request. Similarly, the Police will receive additional revenue from Council Tax and commercial developments within the proposal. However, Police Services are constrained in their capital spending and it maybe unrealistic to expect all new policing requirements to be provided for by these funding streams.

Notwithstanding the above, Planning Inspectors, and the Secretary of State, have also taken the view that Police contributions, including more than just the capital costs of building directly related to the demands of a development, can be considered CIL compliant. Paragraphs 58 and 69 of the NPPF state that decisions should aim to ensure that developments create safe and accessible environments where crime or disorder and the fear of crime do not undermine the quality of life or community cohesion. Many of these appeal cases have been where Unilateral Undertakings were put forward and the Inspector and Secretary of State has accepted their inclusion.

The largest element of the Police request is for £53,523 for premises and associated start up costs. If a development has an impact on policing and would result in the need to expand existing stations to meet with this identified need then capital expenditure to achieve that would in principle be CIL compliant. However, the request for contributions to extensions of premises at Force Headquarters at Enderby, Syston and Loughborough are not supported by sufficient evidence or costing to demonstrate the need arises from the development. It is not, therefore, considered reasonable to conclude that the Police request for a contribution to premises and the related start up costs are justified and meet the tests set out in the CIL Regulations 2010 as amended.

A request has been made for £4,227 as a contribution towards new vehicles to serve the development. It is reasonable to expect the development to be serviced by police vehicles and as the nearest station is located at either Loughborough or Syston it is considered that the request is directly related to the development and is CIL compliant.

A request has also been made for £460 for control room telephony on the basis that the development would result in an increase in calls to the system at Enderby. It is likely that additional telephony, workstations and monitoring screens may be required to deal with requests created by residents and businesses within the development. However, there is insufficient evidence of the costs in relation to the direct needs of the development, and therefore it is not considered that the request is CIL compliant.

A request has been made for £2,713 for ANPR CCTV deployment. However, no specific details have been provided as to where the CCTV camera would be sited, if its location would relate to this application or if it will help meet the demand generated by this development. The request talks about its location being on the main road network and close to or in the settlement. It is not considered that sufficient details have been provided to conclude that this request is directly related to the development to justify its compliance with the CIL Regulations 2010, on this occasion.

A further request for £500 has been made for a mobile CCTV unit. Whilst this additional camera would be a useful addition to provision of CCTV in the Borough, by the nature of it being mobile, it would not necessarily be used wholly for the development and the amount has not been appropriately justified. It is therefore considered that this would not comply with the CIL Regulations.

A request has been made for £300 to equip an access hub for the development. However, the development in itself would not be large enough to create a demand for a hub and no location has been identified that would accommodate it. For this reason, in this instance, it is not considered justified or compliant with the CIL Regulations.

A request for £337 has been made for additional systems and hardware to provide radio cover/capacity to carry calls from the development. Finally a further request for £217 has been made to provide data base capacity on the basis that the current system has reached capacity. Specific evidence has not been made available to demonstrate that these requests would be sufficiently or directly linked to the demand created by the development. The requests are not therefore considered to be CIL compliant.

Each case needs to be addressed on its merits. In this instance, it is concluded that the requests relating to vehicles is sufficiently or directly related the specific needs of the residents of the development, are based on calculations which are directly costed, and therefore justified to meet the CIL Regulations.

Alternative planning obligations suggested

As set out earlier in this report, comments have also been received from both Mountsorrel and Rothley Parish Council's regarding infrastructure contributions. Whilst both Parish Council's have raised objections to the principle of the development they have also commented on the issue of infrastructure contributions should the proposals be granted planning permission.

In particular Mountsorrel has provided detailed comments on projects that they are seeking to promote which include the development of Halstead Road/Cufflins Pit Lane Park, The Memorial Centre and the Library and Learning Centre.

Rothley Parish Council makes the point that the proposal is within their area, notwithstanding the fact it is located on the edge of Mountsorrel, and that community infrastructure in Rothley is under pressure. They are of the view that Education contributions should go to the Rothley Primary school because the application site is within that school catchment area. All other contributions should be to the benefit of Rothley residents in view of the 700 new properties built or granted planning permission in the Parish in the last 7 years. They are also prepared to see less affordable housing in lieu of improved community facilities in Rothley.

The parish councils are suggesting that should planning permission be granted for this development revised infrastructure contributions should be considered taking into consideration:

- a reduced element of on site affordable housing (reduced from 30% to 15%)
- no on site provision for children's and youth/adult play facilities;
- and removal of proposals for the funding of a new bus route.

and that in lieu of these, the applicants provide funding towards their identified projects.

Following receipt of these comments further consultation has been undertaken with the Council's Housing Strategy and Support Manager, the Planning Liaison Officer (Environmental Services) and Leicestershire County Highways resulting in the following considerations:

Affordable Housing

The Leicester and Leicestershire local authorities have recently prepared a new Strategic Housing Market Assessment (SHMA), published in June 2014. This report continues to highlight a significant need for additional affordable housing in Charnwood to meet new and backlog need for homes. It identifies a need for 4,350 affordable homes between 2011 and 2036, which is 174 affordable homes each year. This up to date evidence provides the context for seeking 30% affordable housing on this site.

Having regard to the housing needs evidence and other infrastructure requirements it is not considered, on the basis of the information available, that it is appropriate or justified to reduce the affordable housing provision.

On-site children's and youth/adult play provision.

The proposals for the provision of on-site children's play facility (LEAP) and youth/adult provision in the form of a Multi Use Games Area (MUGA) is considered to be appropriate given that the site and the residential areas surrounding it are some distance from existing facilities in Mountsorrel as identified in the Council's adopted Open Space, Sport and Recreation Study 2010. This identifies that facilities for children and young people should be no more than a 10 minute walk or 480m away. The Halstead Road/Cufflins Pit Park scheme proposed by Mountsorrel Parish Council would be in excess of 1km from the site and therefore well above this desired distance.

Proposed Bus Service

The applicants have proposed as part of their submission fully funding a new bus route for a period of five years, which would run from Loughborough up to and including Mountsorrel and routed along West Cross Lane and Carisbrooke Road. This would provide the development site as well as existing residents in the nearby area with access to a more sustainable public transport facility. This proposal is welcomed by Leicestershire County Council's Passenger Transport Unit, encouraging sustainable travel to and from the site and in conjunction with other initiatives such as travel packs, bus passes and the provision of new bus stops would help to achieve reduced car usage.

The submissions from both Rothley and Mountsorrel Parish Councils have been carefully considered. Whilst it is acknowledged that these schemes are not without their merits in providing a wider community benefit and high quality community facilities, it is not considered that they are necessary to make the development acceptable in planning terms or directly related to the development proposed and they do not therefore comply with the CIL Regulations.

It is considered that in the interests of promoting an overall sustainable form of development in line with both national planning policy guidance and existing development plan policy, the planning obligations put forward by the applicants should be supported and the percentage of affordable housing as set out in the planning application, the provision of a new bus service and recreation facilities for children' and young people should be provided on the site.

Conclusions

The central issue in the determination of this application is the need to balance the requirement to make land available for new housing, as set out in the Framework, against the impact of development in the Area of Local Separation and its landscape impact. It is considered the development would be sustainable, given the current status of Mountsorrel as service centre and the Framework contains a presumption in favour of sustainable development. At the current time there is still, based on recent analysis, an identifiable shortage measured against the 5 year land supply promoted by the Framework.

Appeal decisions, including that at Mountsorrel Lane which is in relatively close proximity to the application site and also within an area of local separation, reveal the considerable weight that appeal inspectors are placing on the need for a supply of housing land, against landscape considerations. It is concluded that the need for housing remains a consideration of significant weight.

The test from the Framework is whether the detrimental impacts of the proposal, on landscape impact, the area of local separation, neighbouring residential amenity, highway safety and others covered within this report, would significantly and demonstrably outweigh the benefits of making a significant contribution to the supply of housing in a sustainable location or whether specific policies within the Framework indicate that development should be restricted. With the Council's current position on housing land supply and the time that will elapse before there is an adopted local plan that sets out allocations for new housing development, it is concluded that in this case there is no significant or demonstrable adverse impact and the benefits of the additional housing outweigh the identified harm.

RECOMMENDATION A

That authority is given to the Head of Planning and Regeneration and the Head of Strategic Support to enter into an agreement under Section 106 of the Town and Country Planning Act 1990 to secure infrastructure improvements, on terms to be finalised by them, as set out below:

- Affordable Housing –30% of the dwellings constructed on site to be affordable housing.
- Education - £460,405.80 to accommodate the capacity issues created by the proposal by enhancing the existing facilities at the new Rothley Brookfield Farm primary school and remodeling and enhancing the existing facilities at Longslade Community College and/or Rawlins Community College. .
- Library Contributions – £7,070
- Travel Packs; to inform new residents from first occupation of the sustainable travel choices in the surrounding area (can be supplied by LCC at £52.85 per pack).
- 6 month bus passes, two per dwelling (2 application forms to be included in Travel Packs); to encourage new residents to use bus services, to establish changes in travel behaviour from first occupation and promote usage of sustainable travel modes other than the car (can be supplied through LCC at (average) £350.00 per pass).

- the provision of 2 new bus stops, information display cases at the new bus stops and bus shelters.
- Recreation – on-site children’s play contribution and on site facility for young people.
- A contribution of £4,227 towards Policing.
- A contribution of £66,531.96 to allow for the improvement of medical practices in the area to cater for additional patients.
- Contribution of £46,800 towards off-site highway works.
- Securing the provision of a new bus route.

RECOMMENDATION B

That subject to the completion of the agreement in A above, planning permission be granted subject to the imposition of the following conditions:

1. Application for approval of reserved matters shall be made within two years of the date of this permission and the development shall be begun not later than 1 year from the final approval of the last of the reserved matters.
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 development shall not commence until approval of the following reserved matters has been obtained in writing from the local planning authority: - a. layout, b. scale, c. appearance, d. landscaping.
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
3. No dwelling shall be occupied until the access and highway works illustrated on Milestone Transport Planning drawings numbered 13/053/02 Revision D, 053/VS/02A and 053/VS/03B have been completed and open for use.
REASON: In the interests of highway safety and to ensure a satisfactory form of development.
4. All details of the proposed development shall comply with the design standards of the Leicestershire County Council as contained in its current design standards document. Such details must include parking and turning facilities, access widths, gradients, surfacing, signing and lining (including that for cycleways and shared use footway/cycleways) and visibility splays and be submitted for approval by the local Planning Authority in consultation with the Highway Authority before development commences.
REASON: To ensure a satisfactory form of development and in the interests of highway safety
5. The existing vehicular access that become redundant as a result of this proposal shall be closed permanently and the existing vehicular crossings reinstated in accordance with a scheme that shall first have been submitted to and approved by the LPA in consultation with the Highway Authority within one month of the new

access being brought into use.

REASON: To protect footway users in the interests of pedestrian safety, and to reduce the number of vehicular accesses to the site and consequently to reduce the number of potential conflict points.

6. No development shall commence on the site until such time as a construction traffic management plan, including wheel cleansing facilities and vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of deleterious material (mud, stones etc) being deposited in the highway and becoming a hazard to road users, and to ensure that construction traffic/site traffic associated with the development does not lead to on-street parking problems in the area.

7. Before the development commences, details of the routing of construction traffic shall be submitted to and approved by the Local Planning Authority (LPA) in consultation with the Highway Authority. During the period of construction, all traffic to and from the site shall use the agreed route at all times.

REASON: To ensure that construction traffic associated with the development does not use unsatisfactory roads to and from the site.

8. No part of the development as approved shall be brought into use until details of an updated Residential Travel Plan has been submitted to and agreed in writing by the Local Planning Authority. The Plan shall address the travel implications of the use of the whole site as if the development approved were to have been fully completed and occupied.

The Plan shall specify facilities and measures with measurable output and outcome targets designed to:

- Reduce single occupancy vehicle use, reduce vehicular travel at peak traffic times and reduce vehicle emissions for journeys made for all purposes to and from the developed site,
- Increase the choice and use of alternative transport modes for any journeys likely to be made to and from the developed site and, in particular, to secure increases in the proportion of travel by car sharing, public transport use, cycling and walking modes and the use of IT substitutes for real travel,
- Manage the demand by all users of the developed site for vehicle parking within and in the vicinity of the developed site.

The Plan shall also specify:

- The on-site Plan implementation and management responsibilities, including the identification of a Travel Plan Co-ordinator,
- The arrangements for regular travel behaviour and impact monitoring surveys and Plan reviews covering a period extending to at least one year after the last unit of development is occupied or a minimum of 5 years from first occupation, whichever will be the longer.
- The timescales or phasing programmes for delivery of the Plan's proposals and for the achievement of the specified output and outcome targets, and
- Additional facilities and measures to be implemented if monitoring shows that the Plan's targets are not likely to be met, together with clear trigger dates, events or threshold levels for invoking these measures.

The Plan, once agreed, shall be implemented in accordance with the approved details, and thereafter, the implementation of the proposals and the achievement of targets of the Plan shall be subject to regular monitoring and review reports to the LPA and, if invoked, to the implementation of the specified additional measures.
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.

9. No development approved by this planning permission shall take place until such time as a surface water drainage scheme has been submitted to, and approved in writing by, the local planning authority. The scheme shall include the utilisation of holding sustainable drainage techniques with the incorporation of two treatment trains to help improve water quality; the limitation of surface water run-off to equivalent greenfield rates; the ability to accommodate surface water run-off on-site up to the critical 1 in 100 year event plus an appropriate allowance for climate change, based upon the submission of drainage calculations; and the responsibility for the future maintenance of drainage features.
The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / 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 flooding by ensuring the satisfactory storage of and disposal of surface water from the site.
10. The development hereby permitted shall not be commenced until such time as a scheme to dispose of foul drainage has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.
REASON: The Humber River Basin Management Plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. Without this condition, the impact could cause deterioration of the River Soar water body.
11. The development hereby permitted shall not be commenced until such time as a scheme to treat and remove suspended solids from surface water run-off during construction works has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.
REASON: To minimise the risk of pollution to the River Soar.
12. No development, including site works, shall begin until a landscaping scheme, to include those details specified below, has been submitted to and agreed in writing by the local planning authority:
 - i) the treatment proposed for all ground surfaces, including hard areas;
 - ii) full details of tree planting;
 - iii) planting schedules, noting the species, sizes, numbers and densities of plants;
 - iv) finished levels or contours;
 - v) any structures to be erected or constructed;
 - vi) functional services above and below ground; and
 - vii) all existing trees, hedges and other landscape features, indicating clearly those to be removed.

REASON: To make sure that a satisfactory landscaping scheme for the development is agreed.

13. The landscaping scheme shall be fully completed, in accordance with the details agreed under the terms of the above condition, in the first planting and seeding seasons following the first occupation of any part of the development or in accordance with a programme previously agreed in writing by the local planning authority. 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 make sure that the appearance of the completed development is satisfactory and to help assimilate the development into its surroundings.

14. No dwelling or building on the site shall be occupied until a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than domestic gardens, has been submitted to and agreed in writing by the local planning authority. The agreed landscape management plan shall then be fully implemented.

REASON: To make sure that the appearance of the completed development is satisfactory and to help assimilate the development into its surroundings.

15. The existing trees within the site and along the West Cross Lane boundary of the site as indicated on the plan attached to this permission shall be retained and shall not be felled, lopped, topped or uprooted without the previous written agreement of the local planning authority. Any trees removed, dying, being severely damaged or becoming seriously diseased shall be replaced with trees of such size and species as previously agreed in writing by the local planning authority within one year of the date of any such loss, for a period of 5 years from the date development begins.

REASON: The trees are important features in the area and this condition is imposed to make sure that they are properly protected while building works take place on the site.

16. No development, including site works, shall begin until each tree shown to be retained on the approved plan has been protected, in a manner which shall have first been submitted to and agreed in writing by the local planning authority. Each tree shall be protected in the agreed manner for the duration of building operations on the application site. Within the areas agreed to be protected, the existing ground level shall be neither raised nor lowered, and no materials or temporary building or surplus soil of any kind shall be placed or stored thereon. If any trenches for services are required in the protected areas, they shall be excavated and back-filled by hand and any tree roots encountered with a diameter of 5cm or more shall be left unsevered.

REASON: The trees are important features in the area and this condition is imposed to make sure that they are properly protected while building works take place on the site.

17. The hedge located on the along the West Cross Lane frontage and within the application site shall be retained and maintained at a height no lower than 1.5 metres; other than where it is to be removed to provide access. Any part of the hedge removed, dying, being severely damaged or becoming seriously diseased shall be replaced, with hedge plants of such size and species as previously agreed

in writing by the local planning authority, within one year of the date of any such loss.
REASON: The hedge is an important feature in the area and its retention is necessary to help screen the new development and prevent undue overlooking of adjoining dwellings.

18. No development, including site works, shall begin until the hedge located on the West Cross Lane frontage of the application site and that within the site has been protected, in a manner previously agreed in writing by the local planning authority. The hedge shall be protected in the agreed manner for the duration of building operations on the application site.
REASON: The hedge is an important feature in the area and this condition is imposed to make sure that it is properly protected while building works take place on the site.
19. A 40m landscaped buffer from West Cross Lane along the southern boundary of the application site and linking up with the existing area of structural planting to the north of the application site shall be landscaped and retained in accordance with details which shall have previously been submitted to and agreed with the Local Planning Authority. The landscaped buffer shall comprise of a minimum 20m belt of native tree and shrub planting.
REASON: To make sure that the appearance of the completed development is satisfactory and to help assimilate the development into its surroundings
20. Prior to the commencement of development work an external lighting scheme designed to minimise detrimental impacts on biodiversity and bat species shall be agreed in writing with the local planning authority and the approved scheme shall be implemented as approved. No other external lighting shall be installed thereafter unless previously agreed in writing with the local planning authority.
REASON: To make sure that important features of ecological interest are protected.
21. Prior to commencement of development work on site a badger survey shall be carried out by a competent ecologist and the result of the badger survey shall trigger appropriate mitigation measures which shall be agreed in writing with the local planning authority. Development work shall proceed according to the agreed mitigation measures.
REASON: In the interest of protected species.
22. Prior to the commencement of development work on site a bat and bird box scheme integral to the fabric of the new buildings shall be agreed in writing with the local planning authority and the agreed scheme shall be fully implemented and retained thereafter.
REASON: To deliver opportunities for biodiversity enhancements
23. The submission of Reserved Matters shall broadly accord with the principles detailed in the Design and Access Statement which accompanies this application and the amended Illustrative Masterplan EMS.2389-004H
REASON: To ensure that the submission of the Reserved Matters broadly follows the approach adopted in the Design and Access Statement and the submitted Masterplan.

The requirements of these conditions must be complied with.

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

1. The decision has been reached taking into account paragraphs 186-187 of the National Planning Policy Framework and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended).
2. The Local Planning Authority acted pro-actively through positive engagement with the applicant at the pre-application stage and during the determination process. This led to improvements to the scheme to secure a sustainable form of development in line with the requirements of the National Planning Policy Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England)) Order 2010 (as amended).
3. Any drainage scheme proposed should provide a sustainable drainage strategy to include SuDS elements with attenuation, storage and treatment capacities incorporated as detailed in the CIRIA SUDS Manual (C697). Two trains of treatment could be provided through a pond and permeable paving. With regard to water quality considerations for the site, it is recommended that 1 treatment train is provided for building roofs and 2 treatment trains are provided for roads and hard-standing areas in line with CIRIA C697 recommendations.
4. Attention is drawn to the requirement contained in the Highway Authority's current design guide to provide Traffic Calming measures within the new development.
5. The 'Required further work for protect species & habitats and regulatory & policy compliance' as detailed in the report Betts 2013 Baseline Ecological Site Audit – West Cross Lane, Mountsorrel, Leicestershire should be followed.
6. The surface water attenuation area should be designed in such a way as to include biodiversity benefits, with a permanently wet area and varied depths, planted with native aquatic and marginal vegetation.
7. 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 browsers, 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.
8. It is recommended that the installation of fittings that will minimise water usage such as low, or dual, flush WC's, spray taps and economical shower-heads in the bathroom are installed. Power showers are not recommended as they can consume more water than an average bath. Water efficient versions of appliances such as washing machines and dishwashers are also recommended. For outdoors consider installing a water butt, or even a rainwater harvesting system, to provide a natural

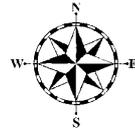
supply of water for gardens. Simple treatment systems exist that allow rainwater to be used to supply WC's within the home. Following the above recommendations will significantly reduce water consumption and associated costs when compared to traditional installations. Rainwater harvesting utilises a free supply of fresh water and reduces the cost to the environment and the householder.



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Application No: P/14/0058/2
Location: Land off West Cross Lane, Mountsorrel, Leicestershire
Scale: 1:5000

