Item No. 1

Application Reference Number P/17/0635/2

Application Type:	Full	**Date Valid:**	28/03/2017
Applicant:	Loughborough College		
Proposal:	Proposed residential development to provide 7 no. apartments following demolition of former educational building.		
Location:	19 Frederick Street Loughborough Leicestershire LE11 3BH		
Parish:	Loughborough	**Ward:**	Loughborough Southfields
Case Officer:	Deborah Liggins	**Tel No:**	01509 634733

This application is brought before Plans Committee at the request of Councillor Parton following the call in procedure as he is concerned about the impact of the development on the community, the appearance and design of the development, disabled access, traffic and car parking issues, bin storage and the layout and density of the development.

Site Description

The site is located within a Primarily Residential Area and designated Queen's Park Conservation Area as defined in the Borough of Charnwood Local Plan (1991-2006). The site is currently occupied by a single storey building which pre-dates planning records. The building is understood to have previously been used for educational use in association with Loughborough College and separately by a charitable trust teaching children with special educational needs, but has been vacant for between two and a half and three years. The land appears to be flat with no distinctive features worthy of retention although it sits approximately 0.5m lower than the adjacent car park to the south. The site is flanked by commercial uses to either side on Frederick Street and the residential properties of Caldwell Street and Heathcoat Street to the rear.

The Proposal

The proposal is to completely clear the site and erect a building which is predominantly red brick with some render to all elevations. The plot has an 18.5m wide frontage to the street and the building (at 16.6m wide) would almost fill this space. The building would be roughly 'T' shaped, and have three and two and a half storey elements. The three storey element would have a ridge height of 11m with the 2.5 storey roof being 10.2m which is approximately 1m higher than the ridge of the adjacent building at No. 35 Frederick Street. A hipped roof wing is also proposed to the rear and this has a lower ridge height of 10.5m. Under croft access would be gained to a rear parking area for 7 spaces with 2 of these being under the cover of and integral to the rear wing. The rear wing would be sited 11.3m from the boundary with No. 15 Heathcoat Street and would contain high level and obscure glazed bedroom and living room windows at first and second floor levels.

A proposed street elevation is submitted which demonstrates how the building would appear between existing commercial buildings.

Under cover cycle storage and a bin collection point is also included within the scheme and located within the under croft access for convenience. Further details of bin storage have been provided on an additional plan received by the local planning authority on 6th June. This shows the provision of storage for 6 bins within the under croft collection point (serving units 5, 6, and 7), bin storage for 4 bins (serving units 1 & 2) within the undercover parking area and external storage for 4 bins (serving units 3 & 4) located adjacent to the rear access door behind a bin store screen. Occupiers of four of the units will therefore be responsible for bringing their bins to the collection point on the relevant days and this is a common practice in apartment developments.

The vehicular access to the front of the property would be slightly realigned to achieve improved visibility around the adjacent building with the existing street Lime tree within the public highway being retained and protected throughout construction. New soft landscaping and boundary railings to the front boundary are also proposed in order to help define the public and private realm.

The accommodation to be provided is configured as follows:

- Ground floor – 1 x 2 bed unit
- First floor – 3 x 2 bed units
- Second floor – 3 x 2 bed units

Proposed materials are to be a soft red brick, white render, dentilated corbelled brick verge and eaves features, brown or slate grey coloured concrete roof tiles and white UPVC windows.

An additional plan received on 6th June 2017 also includes the location for a rainwater garden feature as an opportunity to provide net biodiversity gain for the site in addition to a proposed sparrow terrace of nesting boxes

The application is accompanied by the following documents:

- An Arboricultural Assessment by Symbiosis Consulting - Whilst there are no trees within the application site the assessment takes account of mature Common Lime trees in front of the application site and also No. 35 Frederick Street and set within the pavement. In addition, 2 trees to the rear of the site and set within the garden of 15 Heathcoat Street (a Common Ash and Goat Willow) are also included in the assessment. The roots of these 2 trees are unlikely to be present within the application site due to a slight change in levels and the existence of a retaining wall although the wall itself is bowing outwards and in need of repair. The report concludes that the only tree that could be affected by the development is the Lime tree directly to the front of the application site and which is under a cyclical pollarding regime. Its crown is therefore kept limited and its roots are already hard-surfaced.

- A Design and Access Statement - prepared by N & JC Design Ltd – which explains the proposal in its context and which sets out the design process for this brownfield site. The development is set out in accord with the general linear pattern of development, close to the beck edge of the pavement and staggered to reflect the arrangement of the adjacent buildings to the north and south.

- An ecological survey by GUMA Ltd – survey results in respect of the potential for bats within the existing building. This concludes that the current building offers very limited potential for bat access and although there are a couple of potential access points, the building is lit and has no roof voids and is unsuitable for bats. There is also no evidence that these access points have been used by bats. No further surveys are therefore required to be undertaken.

Development Plan Policies

Charnwood Local Plan 2011-2028 Core Strategy

Policy CS1 – Development Strategy – sets out the priority locations for growth in the Borough over the plan period. It establishes a settlement hierarchy in which Loughborough and Shepshed are expected to accommodate the development of at least 5,000 homes and up to 22 ha of employment land up to 2028.

Policy CS2 – High Quality Design – sets out the design-related criteria for achieving high quality design. It includes reducing the impact of development to make it more resilient to the effects of climate change; well-designed streets and spaces and making sure development is of an appropriate quality to protect the amenities of people who live or work nearby. It will therefore be essential to consider the massing, height, landscape, layout and materials in new development.

Policy CS3 – Strategic Housing Needs – seeks to manage the delivery of the Borough's housing need and ensure a good mix of house types, tenures and size of properties, having regard to identified housing needs and the character of the area.

Policy CS13 - Biodiversity and Geodiversity - seeks to conserve and enhance the natural environment and which protects, enhances or restores biodiversity.

Policy CS14 – Heritage – requires development proposals to protect heritage assets and their settings.

Policy CS16 – Sustainable Construction and Energy – encourages sustainable design and construction and the provision of renewable energy including supporting developments that reduce waste, provide for the suitable storage of waste and allow convenient waste collections.

Policy CS25 – presumption in favour of sustainable development – sets out that the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning policy Framework. It

pledges to work proactively with applicants to jointly find solutions to approve development wherever possible to secure improvements to the economic, social and environmental conditions in an area. Planning applications that accord with the policies in the Core Strategy will be approved without delay unless material considerations indicate otherwise.

Saved Policies of the Borough of Charnwood Local Plan

Policy ST/2 – Limits to Development – states that built development will be confined to sites within the Limits to Development.

Policy EV/1 – Design – seeks to ensure a high standard of design for development which respects 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 TR/18 – Parking Provision in New Development – seeks to ensure adequate car parking is provided to secure highway safety and minimise harm to visual and local amenities. The adopted standards are used as a starting point in assessing the level of provision and represent the maximum level.

Other Material Planning Considerations

National Planning Policy Framework

Applications for planning permission should be determined in accordance with the development plan unless material considerations indicate otherwise. There should be a presumption in favour of sustainable development which is a key thread throughout the document. Local authorities should approve applications that accord with development plans or where the plan is absent, outdated, silent or indeterminate, unless adverse impacts significantly and demonstrably outweigh the benefits or specific policies indicate development should be restricted.

Planning should be plan led, proactively drive development, assume the default answer to development is yes, unless it compromises key sustainability principles. It should identify and then meet housing, business and other development needs, and respond to growth. A high standard of design and good standard of amenity for all existing and future occupants of land and buildings should be sought.

The NPPF also states that the historic environment and its assets should be conserved and enjoyed for the quality of life they bring and in a manner appropriate to their significance. Local planning authorities should set out a strategy for the conservation and enjoyment of the historic environment taking into account the desirability to sustain and enhance the significance of historic assets and the desirability of new developments to make a positive contribution to local character and the wider benefits conservation can bring. Development proposals should describe the significance of assets affected and local planning authorities should use assessments to consider impacts to heritage assets to avoid or minimise conflict.

Paragraph 109 states that the planning system should contribute to and enhance the natural and local environment and one of the ways to do this is by minimizing impacts on biodiversity and providing net gains where possible, thus contributing the Government's commitment to halt the overall decline in biodiversity.

Paragraph 132 of the NPPF requires local planning authorities to consider the impact of a development on the significance of designated heritage assets, with great weight being given to the conservation of those assets. Paragraphs 133–134 and 140 goes on to say that where a proposed development will lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Paragraph 32 sets out that development should only be prevented or refused on highway grounds where the residual cumulative impacts of the development are severe.

Queens Park Conservation Area Character Appraisal

The Council has published an Assessment of the Conservation Area with the purpose of describing its present appearance to provide a benchmark against which to assess development or management proposals within the Area. Given that the Area was developed over a relatively short period of time, there is a broad uniformity in the style and appearance of these buildings, largely of period Edwardian terraced properties. The buildings in the area are generally on a small scale with the residential and commercial properties normally of two storeys, although there are some three and four storey properties on Ward's End, and built on relatively narrow plots in the context of terraced streets. The Assessment notes that the area now has a typical urban setting, with relatively close knit areas of built development, such as around Ward's End and the terraced streets off Frederick Street. The document acknowledges that further pressures for change are being brought about by changes in the housing tenure due to the decline of the private owner and the increase in private rented accommodation by landlords.

Planning Practice Guidance

ID 26 - Paragraphs 001-003 states that good design matters and what this can achieve through good plan making. Paragraph 004 notes that weight can be given to outstanding or innovative design and developments of poor quality design should be refused. Paragraph 007 states that planning should promote local character. New development should be integrated within existing surroundings.

The 6Cs Design Guide

The Highway Authority is one of 6 East Midland authorities that have adopted the Design Guide for new development. The guide contains in Section DG6 – Public Transport, advice that pedestrian access to bus routes should generally, in urban areas, be a maximum of 400 metres and desirably no more than 250 metres from proposed development. In rural areas the walking distance should not be more than 800 metres.

Planning (Listed Building and Conservation Areas) Act 1990

Consolidates previous legislation relating to special controls in respect of buildings and areas of special architectural or historic merit. The legislation gives Local Planning Authorities a statutory duty to give special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

Leading in Design (SPD)

Seeks to encourage, promote and inspire higher design standards in new development throughout Charnwood and, amongst other things, at Appendix 4, sets out Space Standards for Residential Development.

Housing and Economic Development Needs Assessment (HEDNA)

The Housing and HEDNA provides an up to date evidence base of local housing needs including objectively assessed housing need figure to 2036 based on forecasts and an assessment of the recommended housing mix based on the expected demographic changes over the same period. Whilst the objectively assessed need figure remains untested in a plan making environment and is therefore not to be relied upon at the current time, the housing mix evidence can be accorded significant weight as it reflects known demographic changes.

The HEDNA identifies the appropriate mix of homes of different sizes needed in the market and affordable sectors and concludes that the ideal mix of market housing in Charnwood should be as follows:

- 1 bed – 0-10%
- 2 bed – 25-35%
- 3 bed – 45-55%
- 4 bed – 10-20%

Housing Supplementary Planning Document (May 2017)

This document sets out the Council's goals for the delivery of a mix of housing and how it will deal with applications for new development and changes of use to Houses in Multiple Occupation. The document seeks to provide clarity for those who live in the Borough and for the developers who deliver the new homes. The SPD is a material consideration in the determination of planning applications in the Borough. It should be noted that the SPD cannot and does not propose new policy; rather it explains how Policies CS3, CS4, H/12 and CS23 will be used. The SPD is still within the period for judicial review.

The Crime and Disorder Act 1998

This Act places a duty on the local planning authority to do all that it reasonably can to prevent crime and disorder in its area. The potential impact on community safety is therefore a material consideration in the determination of planning applications.

Relevant Planning History

None

Responses of Statutory Consultees

The local highway authority has no objections to the proposal but recommends the imposition of planning conditions to secure access, turning and car parking remaining available in perpetuity.

Other Comments Received

Frederick Street – 35-37, 56, 61. The main concerns are:

- Insufficient car parking is provided for the residents and their visitors
- More rental properties will exacerbate the existing problems in the area
- Limited bin storage
- The design of the building is at variance with the character of the area which currently features dwellings with high ceilings, tall windows, and recessed porches.
- The single bedroom in the rear flats appears to be undersized
- Insufficient amenity space for potential occupiers
- Three storey development is out of character with the street
- Development will block light to 35 & 37 Frederick Street
- Noise and disturbance once development occupied
- The flats do not allow for any disabled access in terms of internal manoeuvrability or access to upper floors, parking or sanitary provision
- The site lies in an area where HMO density is above the recommended 20% threshold. Whilst it is accepted that this development is compartmentalized flats, there is no reason why students may not inhabit the flats.

Councillor Parton shares the concerns listed above.

It should be noted that the latter two concerns are not considered material planning considerations. Disabled access and manoeuvrability is controlled by building regulation requirements, whilst the proposal is not for the provision of student accommodation.

In addition, the issue of amenity space for apartments is not considered particularly relevant because, as is typical of such buildings, only the ground floor resident benefits from any access to private outdoor space and this is the case in the proposed scheme. The Borough Council does not have minimum expected standards for private amenity space relating to apartments or flat developments.

All correspondence and objections can be viewed in full on the planning file viewable via the Borough Council's website.

Consideration of the Planning Issues

The main issues to be considered in the determination of this application are:

- The principle of the development.
- Design and impact of the development on the significance of the heritage asset & street scene/character of the area
- Impact on residential amenities of neighbouring occupiers
- Ecology
- Highways issues.

The Principle of the Development

All planning applications must be considered on their individual merits in accordance with the development plan in place at the time unless material considerations indicate otherwise.

In this context, the application site lies close to the Loughborough town centre core area and is therefore within easy walking and cycling distance of all services and facilities. The application site is located within an easy walk of bus routes to Leicester and Nottingham and it is considered that the site is sustainably located in terms of the wider economic, social and environmental sense as defined in the NPPF. It is considered that there is a need for smaller homes in respect of housing mix in this location, and therefore it is considered that the provision of 2 bedroom units will contribute towards identified need. The density of the development is acceptable for a brownfield site located close to a town centre and being developed with the constraints of existing neighbours and the Conservation Area setting.

As indicated above, contrary to the comments of a neighbour and Councillor Parton, the development is not being marketed as student accommodation but will be for private dwellings offered for sale. Clearly, open market conditions will be such that there is potential for landlords to purchase units with a view to letting them out and this is the same in any town or village location. However, the usual rules apply in terms of the occupation of dwellings in Loughborough as imposed by the Article 4 direction. The proposal is for Class C3 dwelling houses, and not for houses in multiple occupation. If planning permission is required in the future for changes of use to such, then the relevant policies in operation at the time should be applied. Planning permission cannot therefore be refused for the development on the basis that there might be a future change of use in one or more of the units.

The principle of the development is therefore acceptable and Policies CS1 and CS25 of the Charnwood Local Plan 2011-2028 Core Strategy and Policy ST/2 of the Borough of Charnwood Local Plan are met.

The Design of the Building & Impact on Heritage Assets & Street Scene

The Planning (Listed Buildings and Conservation Areas) Act requires local planning authorities to have special attention to the desirability of preserving or enhancing the

character or appearance of conservation areas. Paragraph 133 of the NPPF indicates any harm should be given considerable weight and this creates a presumption against the grant of planning permission to be weighed in the planning balance. For the presumption to be outweighed there should be a clear positive and material public benefit demonstrated by planning proposals to justify any harm to a designated heritage asset or its setting.

The National Planning Policy Framework identifies one of the core planning principles to underpin plan-making and decision-taking as being to "Conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations" (Para 17). Further direction is provided by paragraph 132 which states that "When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Paragraph 134 goes on to provide that "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use."

The existing building on the site is not considered to be of particular architectural or historical merit and therefore does not make a significant contribution to the character of the Conservation area or street scene and there is no objection to its demolition. The Conservation Area has a typical urban setting, with relatively close knit areas of development, particularly the terraced streets around Frederick Street. Whilst the proposal does not mimic the dominant Victorian architecture of the Conservation Area, the proposed development takes into account the established character of the Conservation Area and responds to its immediate environment in terms of context, form, materials and detailing. Two, three and four storey buildings already exist on Frederick Street and whilst the majority are two storeys, the proposal does not appear out of scale or proportion in the street scene as its mass is reduced in appearance through the break in the roof ridge line. The built form also responds in scale to the existing buildings on either side of the site on Frederick Street and does not dominate or overwhelm them. It also helps to fill a rather uncharacteristic gap in the street scene created by the openness and single storey nature of the existing site.

No listed buildings are affected by the proposal and, in accordance with the guidance contained in the NPPF, it is considered that the proposal would not cause either substantial harm or less than substantial harm to the significance of the heritage asset (Queen's Park Conservation Area). The public benefits of the scheme do not therefore fall to be considered in accordance with Paragraph 134 of the NPPF. It is nevertheless acknowledged that the proposal would improve visual amenity in terms of an improved and active street frontage and provide seven new homes to meet expected demand in the Borough.

The submitted scheme is considered to be good quality in terms of its design and appearance and is in scale with its surroundings. The proposed development will

provide an attractive street frontage and positive enhancement to its setting within the Conservation Area and, by reason of its design, mass, scale and use of materials, it is considered the proposal meets the requirements of central and local government policy relating to design quality. It is therefore considered that the proposal generally complies with Policies CS2 and CS14 of the Core Strategy and Policy EV/1 of the Borough of Charnwood Local Plan and the Planning (Listed Buildings and Conservation Areas) Act.

The Impact on Residential Amenities

The proposal is located between large two storey commercial developments with residential accommodation also located above 35 & 37 Frederick Street to the south. To the rear are the gardens of No. 15 Heathcoat Street and 2 Caldwell Street. The projecting rear gable which contains high level and obscure glazed windows at first and second floor would be positioned 11.5m from the boundary and would lie perpendicular to the principal windows in the rear elevations of those properties. Other windows in the rear elevation of the proposed building are located 19m from the rear garden boundary and it is not considered that these distances would give rise to unacceptable loss of privacy to existing rear residential neighbours.

The orientation of the site, to the north of an existing large 2 storey building and to the south of a large 2 storey commercial building, together with the lack of directly opposing principal windows in adjacent dwellings, means that losses of daylight or sunlight are unlikely to be significant. , The proposal is considered to meet the space standards having regard to the guidance contained in Leading in Design and it is concluded that overall, the proposal would not lead to an unacceptable reduction in existing residential amenities. In these ways, the development accords policies CS2 and EV/1.

In terms of bin storage, a 3 sq.m enclosed space is provided at ground floor, directly adjacent to the under croft access is sufficient to operate the Council's preferred collection method of 2 wheelie bins for each property arranged as shown on drawing No. LC/16/FSL/BSID.1 received on 6th June 2017. The development therefore includes adequate provision for bin storage negating the need for bins to be left on the street frontage. The proposal therefore accords with Policy CS16 of the Core Strategy.

Ecology

The submitted ecological report is sufficiently detailed and robust in terms of its assessment of the site. Whilst the current site is not particularly valuable in terms of biodiversity, the development proposal represents an opportunity to achieve a net biodiversity gain as recommended by the NPPF. This opportunity has been taken by the applicant who has indicated willingness to provide a sparrow terrace and garden rainwater feature within the scheme to achieve net gains in biodiversity across the site. These features are considered to be of an appropriate scale to the development and details can be secured by the imposition of a planning condition, together with a requirement for them to remain in perpetuity. The proposal therefore accords with Policy CS13 and the aims of the NPPF.

Highways Issues

The proposed under croft access will be at least 5m wide for at least 5 metres behind the highway boundary where it will narrow at the under croft to 4.5m to reduce vehicle speeds. The development will provide 7 off-street car parking spaces – one for each unit of accommodation to be provided and whilst these exceed the minimum requirements in terms of width, they are 5m in length instead of the ideal 5.5m. However, this shortfall is not sufficient to raise in principle objections from the Highway Authority. There is adequate space within the car park to ensure that vehicles can turn around and exit the site in a forward direction. The apartments would have 2 bedrooms and whilst the usual standard starting point for assessing car parking requirements is 2 spaces for 2 bedroom dwellings, it is considered that given the location of the site, within the town centre and where local on-street parking restrictions operate, it would be unreasonable to require the provision of additional off-street car parking. The provision of 7 spaces is therefore considered appropriate to serve the development.

Whilst the applicant cannot provide visibility splays that fully comply with the 6Cs guidance due to the position of adjacent buildings, it is considered that the visibility for vehicles arising from the improved, realigned site access is adequate, particularly given the extant use of the site. Whilst the local highway authority refers to several recorded slight personal injury claims in the vicinity of the site access in the last 5 years, none of these involved vehicles turning at the site access.

The local highway authority therefore advises that the residual cumulative impact of the development is not considered to be 'severe' in accordance with Paragraph 32 of the National Planning Policy Framework and a highway reason for refusing the scheme could not be supported.

Conclusion

The site is in a sustainable location for the scale of development proposed, having regard to Core Strategy Policy CS1, and would contribute to the Borough's housing land supply. On balance it is considered the proposal would not cause harm to visual or residential amenity, or highway safety. In line with the advice contained within the National Planning Policy Framework para 134, it is also considered that the character of the Conservation Area would be preserved and that the development would not cause harm to identified heritage assets. The proposal is therefore considered to be sustainable development which accords with the NPPF as well as Policies CS2, CS14 and CS25 of the Core Strategy and saved Policy EV/1 of the Local Plan.

In the light of the above, it is recommended that planning permission is granted.

RECOMMENDATION:

Grant Conditionally

1 The development, hereby permitted, shall be begun not later than 3 years from the date of this permission.
REASON: To comply with the requirements of Section 91 of the Town and

Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2 The development shall be carried out only in accordance with the details and specifications included in the submitted application, as shown on the drawings below;
Approved Drawings:-
LC/16/FSL/001 - General arrangement drawing
LC/16/FSL/002 - Floor plans, front and rear elevations
LC/16/FSL/03 - Side elevations
LC/16/FSL/004 - Proposed streetscene to Frederick Street
LC/16/FSL/BSID.1 - locations plan for bin storage and the rainwater garden feature - plan received on 6th June 2017.
REASON: For clarity and the avoidance of doubt and to define the terms of the permission.

3 No materials shall be placed on the site until such time as samples of the facing bricks and any other materials to be used on the external walls and of the roofing slates, tiles and any other materials have been submitted for the agreement of the local planning authority. Only materials agreed in writing by the local planning authority shall be used in carrying out the development.
REASON: To make sure that the appearance of the completed development is satisfactory.

4 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.

5 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.

6 No development, including site works, shall take place until a scheme for the treatment of the application boundary fronting Frederick Street has been submitted to and agreed in writing by the local planning authority.
REASON: To ensure the satisfactory, overall appearance of the completed development.

7 No use or occupation of the building hereby permitted shall take place until the scheme for boundary treatment, agreed under the terms of the above condition, has been fully completed.
REASON: To ensure the satisfactory, overall appearance of the completed development.

8 No development, including site works, shall begin until the street Lime 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. The tree shall be protected in the agreed manner for the duration of building operations on the application site. Within the area 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 area, 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 tree is an important features in the area and this condition is imposed to make sure that it is properly protected while building works take place on the site.

9 No occupation of any of the dwellings shall take place until such time as the access, parking and turning facilities shown on the approved plan have been hardsurfaced, completed in accordance with the submitted details and made available for use. Thereafter, the parking and turning facilities shall not be obstructed in any way that would prevent such use.
REASON: To make sure vehicles can enter and leave the site in a forward direction and to provide off-street parking, in the interests of road safety.

10 No development shall commence on the site until such time as a construction traffic/site 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 for 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.

11 The bathroom windows in the front elevation and the first and second floor high level bedroom and living room windows in the projecting rear gable shall be glazed with obscure glass which shall thereafter be retained at all times. Details

of the glazing specification shall first be submitted for the approval in writing of the local planning authority. No changes shall be made to these windows nor shall any additional windows be inserted in this elevation thereafter.
REASON: To minimise the effect of the development on the privacy and amenities of nearby residents.

12 None of the residential units hereby permitted shall be occupied until such time as the proposed sustainable urban drainage rainwater garden feature and sparrow nesting boxes have been installed and provided in accordance with details which shall first have been submitted to, and approved by, the local planning authority. Once provided in accordance with the approved details, such features shall remain in perpetuity.
REASON: In order to achieve a net biodiversity gain on the site in accordance with national planning policy guidance.

The following advice notes will be attached to a decision

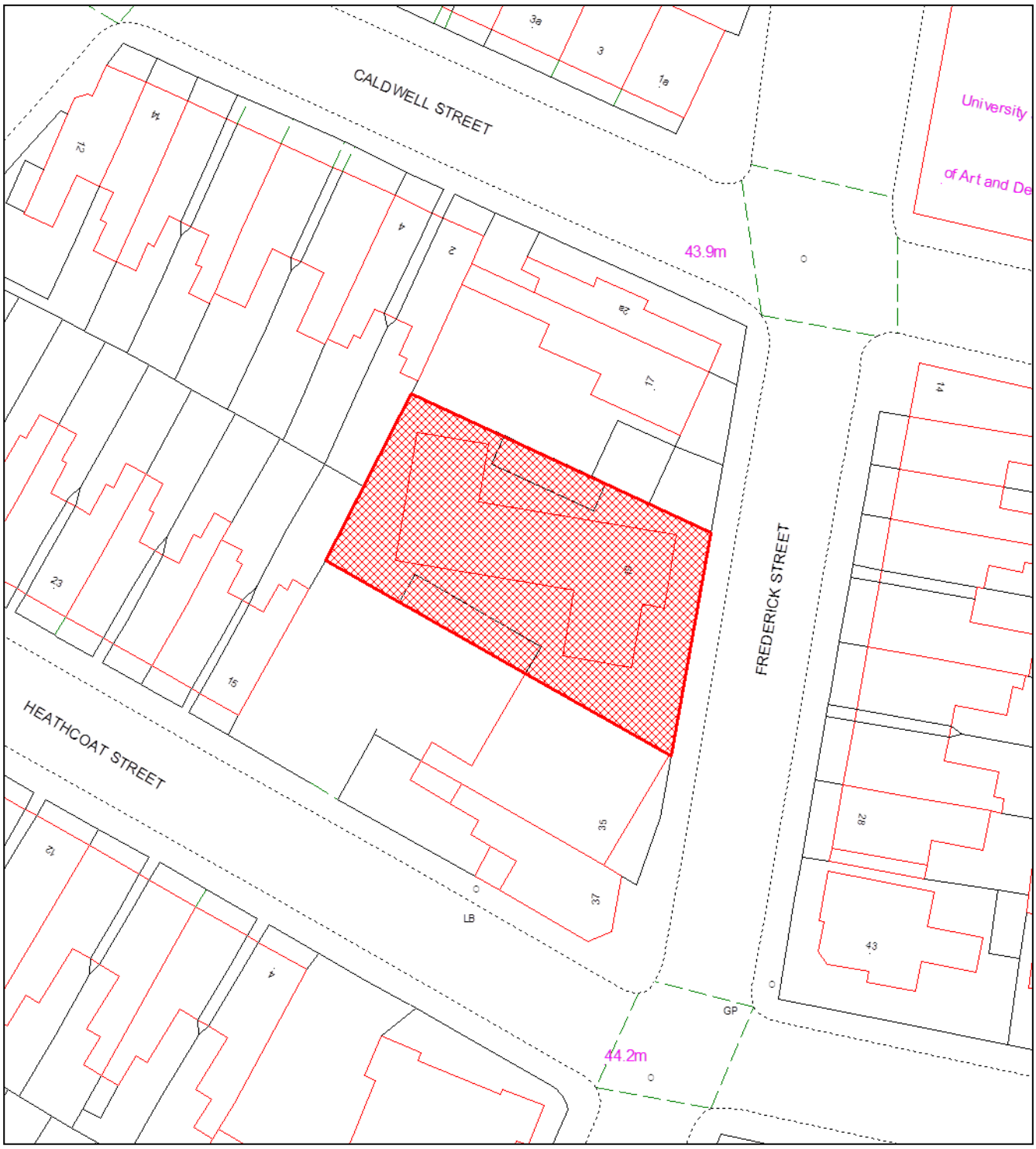
1 DEVELOPMENT PLAN POLICIES RELEVANT TO THIS DEVELOPMENT Policies CS1, CS2, CS3, CS13, CS14, CS16 and CS25 of the Charnwood Local Plan 2011-1028 Core Strategy and Policies ST/2, EV/1 and TR/18 of the Borough of Charnwood Local Plan have been taken into account in the determination of this application. The proposed development complies with the requirements of these policies and there are no other material considerations which are of significant weight in reaching a decision on this application.

2 Planning permission has been granted for this development because the Council has determined that, although representations have been received against the proposal, it is generally in accord with the terms of the above-mentioned policies and the Council's adopted Supplementary Planning Document 'Leading in Design' and, therefore, no harm would arise such as to warrant refusal of planning permission.

3 The Local Planning Authority has acted pro-actively through early engagement with the applicant at the pre-application stage. 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 2015.

4 In order to arrange for the delivery of the necessary equipment for participation in the refuse and recycling service and to ensure that the properties receive a collection service as appropriate, please contact Environmental Services on 01509 634538 or recycle@charnwood.gov.uk, before the first property is completed

5 This planning permission does NOT allow you to carry out access alterations in the highway. Before such work can begin, separate permits or agreements will be required under the Highways Act 1980 from the Infrastructure Planning team. For further information, including contact details, you are advised to visit the County Council website: - see Part 6 of the '6Cs Design Guide' at www.leics.gov.uk/6csdg.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