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Planning Committee 28 August 2018
Report of the Interim Head of Planning

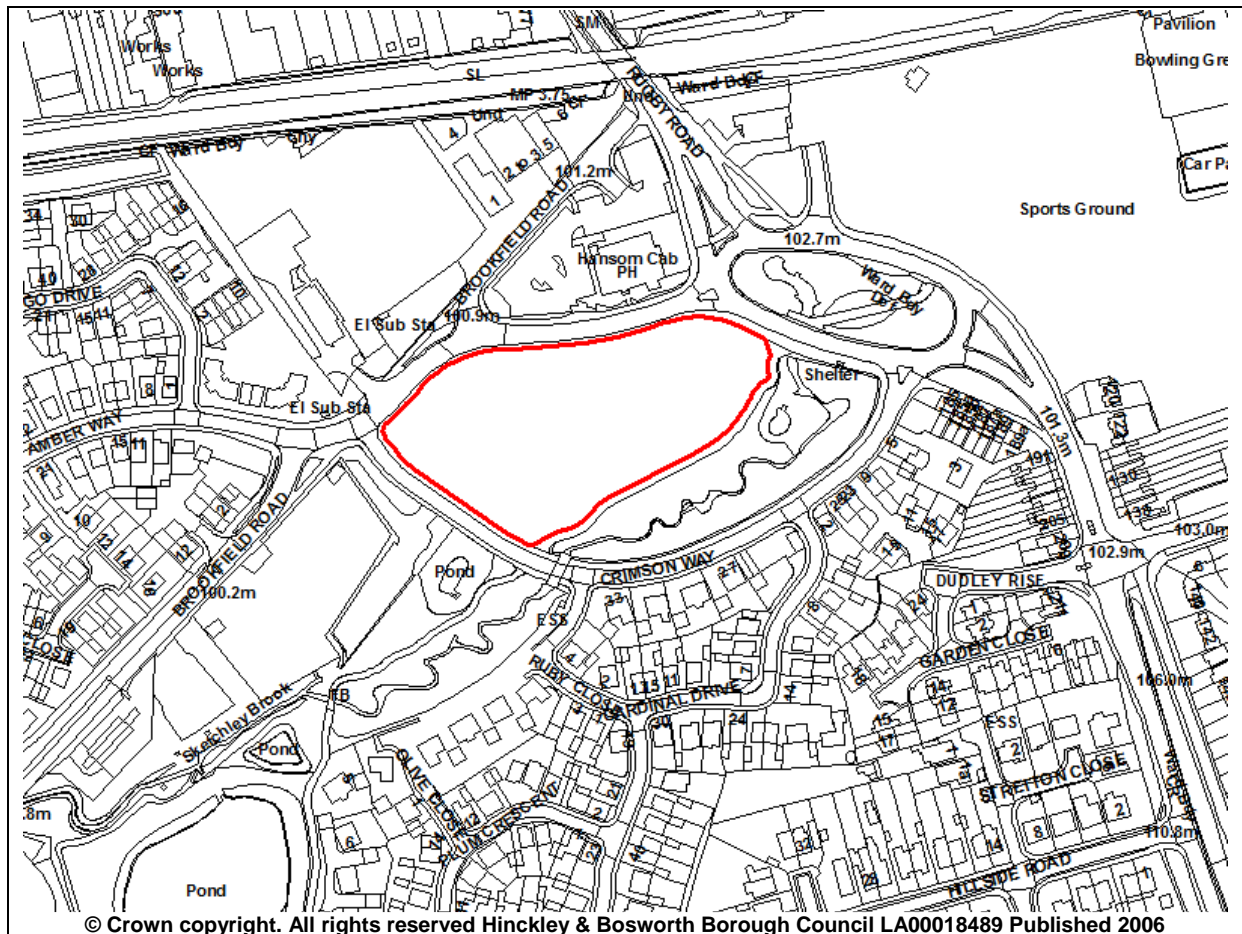
Planning Ref: 18/00302/FUL
Applicant: Persimmon Homes North Midlands
Ward: Burbage Sketchley & Stretton



Hinckley & Bosworth
Borough Council

Site: Land South Of Amber Way Burbage

Proposal: Erection of 40 dwellings and associated infrastructure.



1. Recommendations

1.1. Grant planning permission subject to:

The prior completion of a S106 agreement to secure the following obligations:

- 20% affordable housing units (8 dwellings)
- Education facilities contribution of £104,535.45
- Health care facilities contribution of £20,085.12
- Public play and open space contribution of £64,310.22
- Proportionate off-site highway mitigation works contribution of £80,000
- Transport contribution to secure amendments to the Traffic Regulation Order of £7,500
- Travel Packs for the future occupiers (£52.85 per pack)
- Six month bus passes (two per dwelling) at approximately £360 per pass

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- Planning conditions outlined at the end of this report.

1.2. That the Interim Head of Planning be given powers to determine the final detail of planning conditions.

1.3. That the Interim Head of Planning be given delegated powers to determine the terms of the S106 agreement including trigger points and claw back periods.

2. Planning Application Description

2.1. This application seeks full planning permission for the erection of 40 new dwellings. The scheme comprises 4 x 1 bed flats, 4 x 2 bed dwellings, 27 x 3 bed dwellings and 5 x 4 bed dwellings. The layout proposes a block of four 1 bed flats and 2, 3 and 4 bed semi-detached and detached dwellings facing Rugby Road, Amber Way, the open space between the site and Crimson Way and either side of a new centrally positioned cul de sac off Amber Way. Parking spaces are provided either to the side or front of each dwelling and in a small parking court serving the dwellings fronting Rugby Road accessed from Amber Way. External construction materials and hard and soft landscaping details have also been submitted.

2.2. A Design and Access Statement, Planning Statement, Transport Statement, Flood Risk Assessment/Drainage Strategy, Geotechnical Assessment Report, Phase II Site Appraisal Report and Noise Assessment have been submitted to support the application.

2.3. Amended plans have been submitted during the course of the application to address issues raised in respect of the layout, house designs and highway safety issues. Re-consultation has been undertaken.

3. Description of the Site and Surrounding Area

3.1. The application site measures approximately 1 hectare and is currently a vacant parcel of scrub land located within the settlement boundary of Burbage to the south of Amber Way and east of Rugby Road. It forms part of the wider mixed use Sketchley Brook development. The site is enclosed by 2 metre high metal Heras security fencing.

3.2. To the north of the site there is a public house/restaurant and industrial premises on Brookfield Road. To the west there is a vacant site with planning permission for 30 new dwellings. Rugby Road lies to the east with a remaining parcel of land and open space beyond. To the immediate south there is a public footpath and green corridor of open space incorporating the Sketchley Brook with residential properties beyond.

4. Relevant Planning History

17/00397/FUL	Erection of 49 dwellings and associated infrastructure	Refused	18.09.2017
10/00518/OUT	Mixed use development comprising up to 375 dwellings, employment (Use Classes B1a, B1c, B2 and B8), local centre (Use Classes A1-A5 and D1), live-work units, works to Sketchley Brook corridor, remodelling of lake and associated open space, parking and accesses (outline – access only)	Permitted	30.08.2011

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5. Publicity

- 5.1. The application has been publicised by sending out letters to local residents. A site notice was also posted within the vicinity of the site and a notice was displayed in the local press.
- 5.2. Responses have been received from 30 separate addresses as a result of public consultation, 29 raising the following objections and concerns:-
- 1) Site was for local community and retail services and facilities in the masterplan
 - 2) Number of houses on the Sketchley Brook site exceeds the masterplan figure
 - 3) Additional traffic congestion on Rugby Road
 - 4) Additional parking congestion, parking restrictions are required on adjacent roads (Brookfield Road/Amber Way) to allow free flow of traffic
 - 5) Unsafe junction close to Rugby Road
 - 6) Lack of local infrastructure – schools, doctors etc.
 - 7) Will worsen already poor broadband/internet services
- 5.3. One response has been received supporting the application on the following grounds:-
- 1) The land is currently an eyesore attracting rubbish and rodents
 - 2) There is no right to a view
 - 3) Housing is a better option than offices
 - 4) Whilst there is traffic congestion on Rugby Road, it is not take too long to join the traffic flow
 - 5) The developer will have to pay a contribution towards local infrastructure services and facilities.

6. Consultation

- 6.1. No objection, some subject to conditions, has been received from:-
- Environment Agency
Severn Trent Water Limited
Cadent Gas
Leicestershire County Council (Drainage)
Environmental Health (Drainage)
Environmental Health (Pollution)
Street Scene Services (Waste)
- 6.2. Leicestershire County Council (Developer Contributions) request the following infrastructure contributions:-
- 1) Director of Children and Family Services requests a total contribution of £104,535.45 towards education facilities to mitigate capacity issues resulting from the proposed development (Primary School Sector);
 - 2) Director of Environment and Transport requests a contribution of £1,981 towards civic amenity facilities to mitigate additional demands on Barwell Civic Amenity site as a result of the proposed development;
 - 3) Library Services (Locality Manager – North) requests a contribution of £1,150 towards library facilities to mitigate additional demands on Hinckley Library as a result of the proposed development.
- 6.3. Leicestershire County Council (Highways) raise no objections subject to conditions and financial contributions to secure off-site highway mitigation works, amendments to the Traffic Regulation Order on roads around the site, travel packs and bus passes for future residents.

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6.4. NHS England requests a contribution of £20,085.12 towards the improvement of Burbage Surgery health care facilities to mitigate additional demands on the local surgery as a result of the proposed development.

6.5. Burbage Parish Council objects to the scheme on the following grounds:-

- 1) The overall scheme for 375 dwellings for the Sketchley Brook site has been met and additional housing on the site is neither wanted or justified
- 2) No-parking restrictions should apply to Brookfield Road to ensure on-street parking does not cause access problems and to enhance the visual gateway to the town
- 3) If permitted, additional landscaping should be provided adjacent to the Sketchley Brook corridor along with amenity parking.

6.6. No response has been received from:-

Cycling UK
Leicestershire Police.

7. Policy

7.1. Core Strategy (2009)

- Policy 4: Development in Burbage
- Policy 15: Affordable Housing
- Policy 16: Housing Density, Mix and Design
- Policy 19: Green Space and Play Provision

7.2. Site Allocations and Development Management Policies (SADMP) DPD (2016)

- Policy SA3: Land at Brookfield Road and Sketchley Brook, Burbage
- Policy DM1: Presumption in Favour of Sustainable Development
- Policy DM3: Infrastructure and Delivery
- Policy DM7: Preventing Pollution and Flooding
- Policy DM10: Development and Design
- Policy DM17: Highways and Transportation
- Policy DM18: Vehicle Parking Standards

7.3. National Planning Policies and Guidance

- National Planning Policy Framework (NPPF) (2018)
- Planning Practice Guidance (PPG)
- Community Infrastructure Levy (CIL) Regulations (2010)

7.4. Other relevant guidance

- Open Space and Recreation Study (2016)
- Burbage Neighbourhood Plan (BNP) 2015 – 2026 (Pre-Submission Draft)
- Burbage Village Design Statement (BVDS)

8. Appraisal

8.1. Key Issues

- Assessment against strategic planning policies
- Design and impact upon the character of the area
- Impact upon neighbouring residential amenity
- Impact upon highway safety
- Drainage
- Land contamination
- Affordable housing
- Infrastructure contributions

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- Other issues

Assessment against strategic planning policies

- 8.2. Paragraph 2 of the National Planning Policy Framework (NPPF) 2018 states that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise and that the NPPF is a material consideration in determining applications. Paragraph 12 of the NPPF confirms that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making.
- 8.3. The relevant development plan documents in this instance consist of the adopted Core Strategy (2009) and the adopted Site Allocations and Development Management Policies Development Plan Document (2016) (SADMP). The emerging Burbage Neighbourhood Plan (BNP) is still in development, not yet having been submitted to the local planning authority for comment prior to Examination by an Inspector and subsequent referendum. Therefore, only very limited weight can be afforded to this document at this time.
- 8.4. Policy DM1 of the SADMP and paragraph 11 of the NPPF set out a presumption in favour of sustainable development and state that development proposals that accord with an up-to-date development plan should be approved without delay unless materials considerations indicate otherwise.
- 8.5. The site is located within the settlement boundary of Burbage where Policy 4 of the adopted Core Strategy seeks to support Hinckley's role as a sub-regional centre through the allocation of land for residential, employment and retail land uses. Policy SA3 of the adopted SADMP seeks to ensure a mixed use development on the Sketchley Brook site which retains existing employment uses on site; delivers a neighbourhood centre comprising retail units (A1-A5); delivers a minimum of 46 dwellings with a housing density, mix and design in line with Policy 16 of the adopted Core Strategy and also ensures that the amenity of future occupiers of both residential and employment units would not be adversely affected in line with Policy DM10 of the adopted SADMP.
- 8.6. The application site falls within the wider redevelopment site, referred to in this report as 'Sketchley Brook site', which was approved in August 2011 (planning reference 10/00518/OUT). This outline application was for 'mixed use development comprising up to 375 dwellings, employment (use classes b1a, b1c, b2 and b8), local centre (use classes a1-a5 and d1), live-work units, works to Sketchley Brook corridor, remodelling of lake and associated open space, parking and accesses.
- 8.7. The application site was included within the outline application referred to above and was identified on the masterplan for the wider site as a focal point area which would contain a local service centre, open space and limited residential development.
- 8.8. Objections to the current application, including from Burbage Parish Council, have been received on the grounds that the application site was allocated in the outline planning permission masterplan for retail/commercial outlets and open space, that the 375 dwellings originally proposed for the site have already been approved elsewhere in the site and that therefore additional housing is not needed or justified. The response supporting the scheme suggests that the site is currently an eyesore attracting rubbish and rodents.
- 8.9. The application site is currently vacant scrub land. The current proposal does not include any retail or community services or facilities and is for residential development only. Whilst this is not in accordance with the original submitted

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masterplan for the wider Sketchley Brook site, the allocation for a retail centre and existing employment covers a wider area than the application site. There is another parcel of land within the overall Sketchley Brook site to the east of Rugby Road which could potentially deliver retail units in line with Policy SA3 of the SADMP. Therefore the approval of this proposal would not prejudice the policy requirement for the wider site.

- 8.10. It is therefore considered that residential development on the application site would be acceptable in respect of the strategic planning policies of the development plan subject to all other planning matters being satisfactorily addressed.

Design and impact upon the character of the area

- 8.11. Policy DM10 of the adopted SADMP seeks to ensure that development complements or enhances the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features and that the use and application of building materials respects the materials of existing adjoining/neighbouring buildings and the local area generally.
- 8.12. Policy 16 of the adopted Core Strategy requires a mix of housing types and tenures to be provided on all sites of 10 or more dwellings and a minimum net density of 40 dwellings per hectare within Burbage.
- 8.13. Paragraphs 124 and 127 of the NPPF (2018) state that good design is a key aspect of sustainable development and planning decisions should ensure that developments: will function well and add to the overall quality of the area; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character; optimise the potential of the site to accommodate an appropriate amount and mix of development and support local facilities and transport networks; create places that are safe, inclusive and accessible with a high standard of amenity for existing and future users.
- 8.14. Paragraph 130 of the NPPF (2018) states that permission should be refused for development of poor design that fails to improve the character and quality of an area and the way it functions. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision maker as a valid reason to object to development.
- 8.15. Policies 2 and 4 of the emerging BNP support residential proposals that do not cause adverse impacts on the character of the area, are within the continuity of existing frontage buildings, are comparable in layout, size, scale and design to neighbouring properties and retain important natural boundaries. Policy 3 of the emerging BNP seeks to restrict the size of new dwellings to the housing needs within the Parish.
- 8.16. The scheme would provide 40 dwellings on this 1 hectare site and a mix of 1, 2, 3 and 4 bedroom dwellings through the site in accordance with Policy 16 of the adopted Core Strategy. Amended plans have been submitted during the course of the application to address issues with the layout and house type designs originally submitted.
- 8.17. The site was identified in the initial masterplan for the 'Sketchley Brook site' as a key focal point. This site is highly visible in a prominent location upon the Hinckley/Burbage boundary adjacent to a large roundabout. It is therefore important that this proposal is of high quality and inclusive design and compliments or enhances the character of the surrounding area in accordance with paragraphs 124 and 127 of the NPPF (2018) and Policy DM10 of the adopted SADMP.
- 8.18. The scheme comprises 4 x 1 bed flats, 4 x 2 bed dwellings, 27 x 3 bed dwellings and 5 x 4 bed dwellings. The amended plans propose a block of four 1 bed flats and

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2, 3 and 4 bed semi-detached and detached dwellings with strong frontage to, but set back from, Rugby Road, Amber Way, the open space between the site and Crimson Way and both sides of a new centrally positioned cul de sac off Amber Way. Plots in critical prominent locations are provided with dual frontages to enhance the appearance of the street scene.

- 8.19. To reduce car dominance within street scenes, parking spaces are provided either to the side or front of each dwelling and in a small parking court serving the dwellings fronting Rugby Road accessed from Amber Way. Generous private gardens are provided for each of the larger houses and smaller but satisfactory private amenity spaces provided for the smaller affordable units. The proposed parking court is provided with natural surveillance from Plots 23 and 32.
- 8.20. Details of external construction materials comprising four red brick varieties and four roof tile varieties have been submitted and are acceptable. 1.8 metre high brick walls in critical locations provide continuity within the street scenes. Details of both hard and soft landscaping proposals have been submitted. The hard surfacing includes both tarmacadam and block paving. The soft landscaping proposals include numerous additional trees, box hedgerows and areas of shrub planting to the perimeter and within the site.
- 8.21. The proposed soft landscaping along the southern boundary of the site along the public footpath adjacent to the Sketchley Brook corridor, as sought by Burbage Parish Council, is particularly important to provide satisfactory screening to the communal parking court, service roads and other hardstanding adjacent to the south boundary of the site and to enhance this gateway into the town. 1.2 metre high black bow top railings are also proposed to this boundary to define the boundary and protect the integrity of the hedgerow.
- 8.22. The density, layout and two storey scale and design of the dwellings along with the use of complementary external materials of red brick and brown and grey roof tiles and proposed landscaping would complement and enhance the character and appearance of the site and neighbouring development within the Sketchley Brook development. The amended scheme would therefore overcome the character/layout/design reasons for refusal of the previous application (reference 17/00397/FUL) and would be acceptable in respect of Policy DM10 of the adopted SADMP, the overarching design principles of the NPPF (2018) and Policies 2 and 4 of the emerging BNP.

Impact upon neighbouring residential amenity

- 8.23. Policies SA3 and DM10 of the adopted SADMP and Policy 2 of the emerging BNP require that development would not have a significant adverse effect on the privacy or amenity of nearby residents and occupiers of adjacent buildings and the amenity of the occupiers of the proposed development would not be adversely affected by activities within the vicinity of the site.
- 8.24. By virtue of separation distances and relative positions to any neighbouring existing properties the proposal would not result in any significant adverse impacts on the privacy or amenity of the occupiers of any neighbouring properties. The layout would provide satisfactory back to back separation distances of 20 metres between the proposed dwellings within the site to avoid unacceptable loss of privacy from overlooking.
- 8.25. Environmental Health (Pollution) team have assessed the application and recommend that a Construction Environmental Management Plan for the site be secured by a planning condition to control the working practices and hours of construction of the site to protect the amenity of the occupiers of nearby properties during the construction phase.

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- 8.26. The submitted Noise Assessment indicates that internal noise criteria would not be met with windows partially open due to the effects of traffic noise on Rugby Road. A condition is therefore considered necessary to require the submission of a scheme for protecting the proposed dwellings and future occupiers of the site from road noise for prior approval.
- 8.27. Subject to the submission of satisfactory details to discharge the conditions, the amended scheme would be acceptable in terms of the residential amenities of existing and future occupiers of the site and in accordance with Policy DM10 of the adopted SADMP and Policy 2 of the emerging BNP in this respect.

Impact upon highway safety

- 8.28. Policy DM17 of the adopted SADMP supports development that would not have any significant adverse impacts on highway safety. Policy DM18 requires new development to provide an appropriate level of parking provision to serve the development proposed. Policy 109 of the NPPF (2018) states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the cumulative impacts on the road network would be severe. Policy 5 of the emerging BNP requires two off-street parking spaces to be provided for each new dwelling, unless it is unachievable.
- 8.29. Objections to the scheme have been received on the grounds that the proposal would result in additional traffic congestion on Rugby Road, additional parking congestion with parking restrictions being required on adjacent roads (Brookfield Road/Amber Way) and that the proposed access to the parking court close to the Rugby Road junction would be unsafe. The response in support of the scheme suggests that whilst there is traffic congestion on Rugby Road it does not take too long to join the traffic flow.
- 8.30. A Transport Statement has been submitted to support the application. This concludes that the site is within reasonable walking distance of local amenities, services, public transport and employment opportunities, is accessible by non-car travel modes and that the proposed development of the site for 40 dwellings would not generate a significant number of vehicle trips during the peak hour periods and as such would be unlikely to cause any significant impact on the highway network.
- 8.31. Amended plans have been submitted to seek to address highway design issues and the requirements for amendments to the Traffic Regulation Order on adjacent roads identified in the initial consultation response from Leicestershire County Council (Highways). The Highway Authority seek the extension of traffic waiting restrictions on Rugby Road and Amber Way fronting the site and additional double yellow lines to ensure satisfactory forward visibility and traffic flow. Re-consultation on the amended plans has been undertaken.
- 8.32. Leicestershire County Council (Highways) has assessed the amended scheme and supporting information submitted. The original outline planning permission for the wider Sketchley Brook site was for up to 375 new dwellings for which planning permissions have already been approved and for which highway improvements and mitigation works were identified and secured at that time.
- 8.33. The Local Highway Authority recognise that there is a degree of established traffic congestion on this part of the highway network adjacent to the application site and therefore consider that it is essential that any subsequent development approvals, such as the current scheme for 40 additional dwellings, adequately mitigate their own impact and slow the otherwise unavoidable deterioration to the operation of the local highway network.

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- 8.34. Leicestershire County Council has proactively engaged in designing preferred scheme options for key junctions in the locality which enables developers to mitigate their own impact through the payment of off-site highway contributions in lieu of providing their own individual schemes. This approach enables wider more holistic transport mitigations to be implemented whilst still enabling developers to fairly mitigate only their own impact. This approach also means that the full burden of scheme implementation, consultation processes, traffic management etc. are taken on by the highway authority rather than developers. The Local Highway Authority have identified specific schemes for both the Rugby Road/Hawley Road signal junction and Rugby Road/Brookside road junctions which the proposed development would impact directly given its location between them. A proportionate financial contribution fairly related to the scale of the development proposed is therefore sought by the Local Highway Authority to mitigate the otherwise severe impact on the local highway network as a result of the proposed development for an additional 40 new dwellings on the site. Further details of the off-site highway mitigation contribution are provided in the 'Infrastructure Contributions' section of this report below.
- 8.35. In order to address on-street parking issues in the vicinity of the site in the interests of highway safety and as a result of the proposed development, a financial contribution towards extension of/amendments to existing Traffic Regulation Orders on adjacent roads is sought by the Local Highway Authority.
- 8.36. In order to inform future residents of, and encourage the use of, sustainable travel choices the Local Highway Authority also seek the provision of travel packs and six month bus passes (two per dwelling) from the developer to mitigate the impact of additional dwellings on the local highway network.
- 8.37. The Local Highway Authority raise no objections to the amended site layout/access and parking arrangements which are considered to provide safe and suitable access to the site and adequate parking provision to serve the proposed dwellings.
- 8.38. The view of the Local Highway Authority is that the residual cumulative impacts of the proposed development could be mitigated and that subject to the imposition of a number of highway related conditions and financial contributions from the developer towards off-site highway infrastructure works at the traffic junctions either side of the site, amendments to the Traffic Regulation Order on roads around the site and the provision of Travel Packs and six month bus passes for the future occupiers of each dwelling proposed, the development would not be considered severe in accordance with Paragraph 109 of the NPPF (2018).
- 8.39. Subject to such conditions and contributions, the proposal would not result in any significant adverse impacts on the local highway network or highway safety and adequate parking provision would be provided within the site to serve the proposed dwellings in accordance with Policies DM17 and DM18 of the adopted SADMP.

Drainage

- 8.40. Policy DM7 of the adopted SADMP seeks to prevent development from resulting in adverse impacts on flooding by ensuring that development does not create or exacerbate flooding.
- 8.41. A Flood Risk Assessment (FRA) and Drainage Strategy have been submitted to support the application proposing the use of sustainable drainage measures.
- 8.42. Leicestershire County Council (Drainage), Severn Trent Water Limited and Environmental Health (Drainage) have assessed the information submitted and raise no objections to the scheme subject to conditions to require the submission of further surface water drainage scheme details in accordance with the submitted

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Drainage Strategy for prior approval, infiltration testing, management of surface water during construction of the development and a long term maintenance plan for the sustainable surface water drainage system for prior approval. The conditions would be reasonable and necessary to prevent flooding and maintain water quality by ensuring the satisfactory storage and disposal of surface water from the site and a suitable maintenance regime for its long term performance.

- 8.43. Subject to the satisfactory discharge of such conditions, the proposal would be in accordance with Policy DM7 of the adopted SADMP in respect of surface water drainage and water quality.

Land contamination

- 8.44. Policy DM7 of the adopted SADMP seeks to prevent adverse impacts from pollution by ensuring that development proposals demonstrate that appropriate remediation of contaminated land is undertaken in line with minimum national standards.
- 8.45. By virtue of the former uses of the application site a Geotechnical Assessment Report and Phase II Site Appraisal Report have been submitted to support the application.
- 8.46. Environmental Health (Pollution) team has assessed the submitted information. The Phase II Site Appraisal dated November 2016 states that an addendum will be provided to update on the gas regime at the site and this has not been provided. Therefore, a gas protection measures design and verification plan would need to be produced for the site to protect the future occupiers. The other recommended remediation measures within the report in respect of land contamination should be carried out and a validation document should be submitted to the local planning authority to confirm that the works have been completed. The Environmental Health (Pollution) team therefore recommend conditions to require the submission of a scheme for the necessary remediation and verification works for prior approval in order to protect the amenity of the future occupiers of the site. A separate condition in respect of any further contamination discovered during the construction phase and necessary remediation is also required.
- 8.47. Subject to satisfactory remediation being undertaken and validation being submitted in line with the approved schemes, the proposal would be in accordance with Policy DM7 of the adopted SADMP.

Affordable Housing

- 8.48. Policy 15 of the Core Strategy states that to support the provision of mixed, sustainable communities, a minimum of 2090 affordable homes will be provided in the borough from 2006 to 2026. Policy 15 seeks the provision of 20% affordable housing on all sites in urban areas of 15 dwellings or more or 0.5 hectares or more with a tenure split of 75% for social rent and 25% for intermediate tenure.
- 8.49. The proposed scheme includes the provision of 20% affordable housing units (8 dwellings) with a tenure split of 75% social rented (6 units) and 25% intermediate housing (2 units) in accordance with the requirements of Policy 15 of the adopted Core Strategy. This would be secured by the completion of a section 106 agreement.

Infrastructure contributions

- 8.50. Policy DM3 of the adopted SADMP requires development to contribute towards the provision and maintenance of necessary infrastructure to mitigate the impact of additional development on community services and facilities. Policy 19 of the adopted Core Strategy seeks to address existing deficiencies in the quality, quantity and accessibility of green space and children's play provision within settlements.

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- 8.51. The request for any planning obligations (infrastructure contributions) must be considered against the requirements contained within the Community Infrastructure Levy Regulations 2010 (CIL). The CIL Regulations require that where developer contributions are requested they need to be necessary to make the development acceptable in planning terms, directly related and fairly and reasonably related in scale and kind to the development proposed.
- 1) Public play and open space
- 8.52. Policies 1 and 19 of the adopted Core Strategy seek to address existing deficiencies in the quality, quantity and accessibility of green space and children's play provision within Hinckley. The Open Space, Sports and Recreational Facilities (PPG17) Study provides further advice on the quality of facilities at each designated public open space.
- 8.53. In this case, the site is located within 300 metres of Rugby Road Recreation Area (reference BUR09 in the SADMP) which provides formal park facilities with equipped and casual/informal children and young peoples play areas and outdoor sports facilities with a quality score of just 60%. It is also with 300 metres of the newly formed Indigo Drive amenity area (reference BURNEW3).
- 8.54. In order to mitigate the impact of additional users of these facilities as a result of the proposed development, a contribution of £64,310.22 has been calculated using the figures provided in the Open Space and Recreation Study. This equates to £1,648.98 per unit with a 25% reduction for each one bedroom unit and would be used towards schemes aimed at improving the range of public open space and children's play facilities within the vicinity of the site. A children's skate park has previously been identified by Burbage Parish Council as a potential future addition to the range of facilities provided within the site.
- 8.55. As a result of consultation the following infrastructure contributions have been identified to mitigate the impacts of the proposed development:
- 2) Education Facilities
- 8.56. The Director of Children and Family Services requests a contribution of £104,535.45 towards education facilities in Burbage/Hinckley to mitigate the impact of additional users from the development on the Primary School Sector where deficits have been identified and additional facilities are required to meet increased demand from the development. No contributions are requested for the Secondary School Sector, Post 16 Sector or Special Schools Sector.
- 3) Civic Amenity Facilities
- 8.57. The Director of Environment and Transport requests a contribution of £1,981 towards the delivery of civic amenity services and facilities at the nearest site in Barwell to mitigate the impact of additional users from the development on the facility. Due to the small scale of the estimated impact from the development on the civic amenity facility, it is considered that the impact would not be so significant to justify mitigation by way of a financial contribution from the development. In this instance the contribution is not considered to be CIL compliant and therefore is not requested from the developer.
- 4) Library Facilities
- 8.58. The Library Services – Locality Manager North requests a contribution of £1,150 towards the delivery of library services and facilities at Hinckley Library to mitigate the impact of additional users from the development on the facility. Due to the small scale of the estimated impact from the development on the library, it is considered that the impact would not be so significant to justify mitigation by way of a financial

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contribution from the development. In this instance the contribution is not considered to be CIL compliant and therefore is not requested from the developer.

5) Healthcare Facilities

- 8.59. NHS England requests a contribution of £20,085.12 towards the improvement of local health care facilities to mitigate additional demands on the local Burbage surgery as a result of the proposed development. As the facility is currently at capacity, the contribution has been identified for the provision of additional clinical capacity/rooms to meet the increase in demand from the development.

6) Highway/Transport

- 8.60. Leicestershire County Council (Highways) requests a number of contributions to satisfactorily mitigate the impact of the proposed development on the local highway network and to promote and encourage sustainable travel.

- a) A proportionate contribution of £80,000 towards improvements to the local highway network to mitigate the impacts of the development following the identification of specific schemes for both the Rugby Road/Hawley Road signal junction and Rugby Road/Brookside road junctions which would be directly impacted by the proposed development.
- b) A contribution of £7,500 for the legal processes associated with amending the Traffic Regulation Order associated with the proposed parking restrictions around the development and to secure its implementation prior to first occupation of the proposed development.
- c) The provision of Travel Packs for each dwelling (£52.85 per pack) to promote and encourage sustainable travel by the future occupiers of the site.
- d) The provision of six month bus passes (two per dwelling) at approximately £360 per pass to establish and promote changes to travel behaviour and encourage future occupiers of the site to use sustainable travel modes.

- 8.61. The infrastructure contributions identified above, with the exception of civic amenity and library facilities, are considered to be necessary to make the development acceptable in planning terms, directly related and fairly and reasonably related in scale and kind to the development proposed and therefore CIL compliant. The contributions could be secured through the completion of a suitable section 106 planning obligation which is currently under negotiation.

- 8.62. Whilst objections have been received on the grounds of lack of infrastructure facilities (schools, health care facilities etc.) the proposed scheme would provide CIL compliant infrastructure contributions towards the provision and maintenance of such facilities to mitigate the impacts of the development through the completion of a suitable planning obligation and would therefore be in accordance with Policies DM3 of the adopted SADMP and Policy 19 of the adopted Core Strategy.

Other issues

- 8.63. Objections have been received from existing residents on the grounds that the broadband speeds on the existing estate are slow and additional connections will slow it further, the service should be upgraded to a provide fibre broadband service to the estate.
- 8.64. Paragraph 112 of the recently published NPPF (2018) states that advanced high quality and reliable communications infrastructure is essential for economic growth and social well-being. Planning decisions should support the expansion of the electronics communications networks including next generation mobile technology and full fibre broadband connections. Whilst it is considered that it would be unreasonable to require the applicant for the current scheme to fund the upgrading

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of the broadband connection to the existing dwellings on the wider estate through this application, the provision of high quality and reliable communications to the proposed dwellings would be reasonable to accord with paragraph 112. A condition to require details and implementation of such provision prior to occupation would therefore be reasonable in this case.

9. Equality Implications

9.1. Section 149 of the Equality Act 2010 created the public sector equality duty. Section 149 states:-

- 1) A public authority must, in the exercise of its functions, have due regard to the need to:
 - (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

9.2. Officers have taken this into account and given due regard to this statutory duty in the consideration of this application. The Committee must also ensure the same when determining this planning application.

9.3. There are no known equality implications arising directly from this development.

10. Conclusion

10.1. Policy DM1 of the SADMP states that development proposals that accord with the policies in the development plan will be approved without delay unless material considerations indicate otherwise.

10.2. The application site forms part of a mixed use development site allocation (reference BUR02) with outline planning permission including 375 new dwellings. Notwithstanding that the proposal would exceed the number of dwellings intended for the wider Sketchley Brook site, this is a full application for residential development on an allocated site in a sustainable location within the settlement boundary of Burbage. Other land is still available within the wider site to provide retail/commercial facilities identified in the masterplan for the Sketchley Brook site.

10.3. The proposed development would complement the scale, design and appearance of neighbouring development and enhance the appearance of this vacant site. The development would not have any significant adverse impact on the amenity of surrounding residential properties and would provide a good standard of amenity for future occupiers in accordance with Policies SA3 and DM10 of the adopted SADMP. The development would provide 20% affordable housing with a mix of tenures and would provide a mix of housing types. The development would be in accordance with Policy SA3 of the SADMP and Policies 4, 15 and 16 of the adopted Core Strategy.

10.4. The scheme would provide contributions towards mitigating the impact of the development on the local highway network and towards promoting sustainable travel and therefore would not have any significant adverse impact on highway safety or the local road network. Given the sustainable urban location of the site with access by sustainable transport modes to a range of services and facilities the proposed scheme would provide sufficient off-street car parking provision to serve the future occupiers in accordance with Policies DM17 and DM18 of the adopted SADMP.

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- 10.5. Conditions can be imposed to ensure that the proposal would not result in any flooding, noise or pollution impacts. In addition to the affordable housing provision, a range of infrastructure contributions have been identified to mitigate impacts from the development on local services and can be secured through the completion of a suitable section 106 planning obligation.. The development would be in accordance with Policies 19 of the adopted Core Strategy, Policies DM3 and DM7 of the adopted SADMP.
- 10.6. The scheme would result in a sustainable development in accordance with Policy DM1 of the adopted SADMP and is therefore recommended for approval subject to conditions and completion of a suitable section 106 planning obligation to secure affordable housing and CIL compliant infrastructure contributions.

11. Recommendation

11.1. Grant planning permission subject to:

The prior completion of a S106 agreement to secure the following obligations:

- 20% affordable housing units (8 dwellings)
- Education facilities contribution of £104,535.45
- Health care facilities contribution of £20,085.12
- Public play and open space facilities contribution of £64,310.22
- Proportionate off-site highway mitigation works contribution of £80,000
- Transport contribution to secure amendments to the Traffic Regulation Order of £7,500
- Travel Packs for the future occupiers (£52.85 per pack)
- Six month bus passes (two per dwelling) at approximately £360 per pass
- Planning conditions outlined at the end of this report

11.2. That the Interim Head of Planning be given powers to determine the final detail of planning conditions.

11.3. That the Interim Head of Planning be given delegated powers to determine the terms of the s106 agreement including trigger points and claw back periods.

11.4. Conditions and Reasons

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

Reason: To comply with the requirements of Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out otherwise than in complete accordance with the submitted application details, as follows: Site Location Plan at 1:2500 scale received by the local planning authority on 10 April 2018; Site Layout Drawing Ref. MJ/COMP-01 Revision S received by the local planning authority on 6 August 2018; Planning Engineering Layout/Levels Drawing Ref. FW1329 120 received by the local planning authority on 26 April 2018; Soft and Hard Landscaping Zone Proposals Drawing Refs. P17-1256_01E, P17-1256_02E and P17-1256_03E received by the local planning authority on 22 June 2018; Materials Plan Drawing Ref. PS/BC/ML Rev C received by the local planning authority on 29 June 2018 and House Types Pack (Plots 1 - 40 inclusive) Floor Plans and Elevations Drawings received by the local planning authority on 16 May 2018.

Reason: To define the permission and ensure satisfactory impact of the development to accord with Policies DM1 and DM10 of the adopted Site

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Allocations and Development Management Policies Development Plan Document (2016).

3. Notwithstanding the recommendations within the submitted Phase II Site Appraisal Report by GRM (reference P7645) dated November 2016, no development approved by this permission shall be commenced until a scheme for the remediation/mitigation and validation of the identified land contamination on the site has been submitted to and agreed in writing by the local planning authority which shall include details of how the contamination shall be dealt with. The approved scheme shall be implemented in accordance with the agreed details and any remediation/mitigation works so approved shall be carried out prior to the site first being occupied.

Reason: To ensure safe development of the site and to safeguard the health and residential amenities of the future occupiers of the site in accordance with Policy DM7 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

4. If during development, contamination not previously identified is found to be present at the site, no further development shall take place until an addendum to the scheme for the investigation of all potential land contamination is submitted to and approved in writing by the local planning authority which shall include details of how the unsuspected contamination shall be dealt with. Any remediation works so approved shall be carried out prior to the site first being occupied.

Reason: To ensure safe development of the site and to safeguard the health and residential amenities of the future occupiers of the site in accordance with Policy DM7 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

5. No development shall commence until a scheme to provide a sustainable surface water drainage system in accordance with the submitted Drainage Strategy (Ref: FW1329/DS/001-v2) dated May 2018 has been submitted to and approved in writing by the local planning authority, and the scheme shall subsequently be implemented in accordance with the approved details and completed before the development is first brought into use.

Reason: To ensure that the development is provided with a satisfactory means of surface water drainage to prevent flooding and minimise the risk of pollution by ensuring the satisfactory storage and disposal of surface water from the site in accordance with Policy DM7 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

6. No development shall commence until such time as infiltration testing has been carried out to confirm (or otherwise) the suitability of the site for the use of infiltration as a drainage element, and the flood risk assessment has been updated accordingly to reflect this in the drainage strategy.

Reason: To demonstrate that the site is suitable (or otherwise) for the use of infiltration techniques as part of the drainage strategy to accord with Policy DM7 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

7. No development shall commence until such time as full details in relation to the management of surface water on site during construction of the development has been submitted to and approved in writing by the local planning authority, and the scheme shall subsequently be implemented in

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accordance with the approved details for the duration of the construction period.

Reason: To prevent an increase in flood risk, maintain the existing surface water runoff quality, and to prevent damage to the final surface water management systems through the entire development construction phase to accord with Policy DM7 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

8. No development shall commence until such time as full details in relation to the long term maintenance of the sustainable surface water drainage system within the development have been submitted to, and approved in writing by, the local planning authority. The system shall subsequently be maintained in accordance with the approved details at all times thereafter.

Reason: To establish a suitable maintenance regime, that may be monitored over time; that will ensure the long term performance, both in terms of flood risk and water quality, of the sustainable drainage system within the proposed development to accord with Policy DM7 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

9. No development shall commence until a scheme for protecting the dwellings hereby permitted from noise from Rugby Road has been submitted to and agreed in writing by the local planning authority. All works which form part of the approved scheme shall be completed before any of the dwellings hereby permitted are first occupied.

Reason: To protect the amenity of the future occupiers of the site from noise from Rugby Road in accordance with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

10. Prior to commencement of development a Construction Environmental Management Plan shall be submitted to and agreed in writing by the local planning authority. The plan shall detail how, during the site preparation and construction phase of the development, the impact on existing and proposed residential premises and the environment shall be prevented or mitigated from dust, odour, noise, vibration, smoke, light and land contamination. The plan shall detail how such controls will be monitored. The plan will provide a procedure for the investigation of complaints. The agreed details shall be implemented throughout the course of the development.

Reason: To protect the residential amenity of existing and future occupiers of the site in accordance with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

11. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the local planning authority. The construction of 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, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area to accord with Policy DM17 of the

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adopted Site Allocations and Development Management Policies Development Plan Document (2016).

12. No part of the development hereby permitted shall be occupied until such time as the accesses, off-street parking and turning arrangements and visibility splays have been implemented in accordance with the details submitted on approved Site Layout Drawing Ref. MJ/COMP-01 Revision S received by the local planning authority on 6 August 2018. Once provided the accesses, off-street parking and turning facilities and visibility splays shall be permanently retained as such at all times thereafter.

Reason: To ensure adequate access, visibility, off-street parking and turning is available to serve the development in the interests of highway and pedestrian safety in accordance with Policies DM17 and DM18 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

13. The development hereby permitted shall not be occupied until such time as the accesses, parking and turning spaces have been surfaced with tarmacadam or other hard bound materials in accordance with the details on the approved Hard Landscape Zone Proposals Drawing Ref. P17-1256_03E received by the local planning authority on 22 June 2018, and once provided, shall be permanently so maintained at all times thereafter.

Reason: To reduce the possibility of deleterious material (loose stones etc.) being deposited in the highway in the interests of highway safety and in the interests of visual amenity in accordance with Policies DM10 and DM17 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

14. Prior to the first occupation of each of the dwellings hereby permitted, 1.0 metre by 1.0 metre pedestrian visibility splays shall be provided on the highway boundary on both sides of its access with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway, in accordance with the current highway design standards and once so provided shall be permanently so maintained at all times thereafter.

Reason: In the interests of pedestrian safety to accord with Policy DM17 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

15. Before first use of the development hereby permitted, drainage shall be provided within the site such that surface water does not drain into the public highway including private access drives, and once so provided shall be permanently so maintained at all times thereafter.

Reason: To reduce the possibility of surface water from the site being deposited in the highway causing dangers to highway users to accord with Policy DM17 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

16. Prior to the first occupation of each of the dwellings hereby permitted, the boundaries to the rear garden of each plot shall be enclosed by 1.8 metre high solid close boarded timber fencing or brick walls as indicated on the approved Materials Plan Drawing Ref. PS/BC/ML Rev C received by the local planning authority on 29 June 2018 and Hard Landscaping Zone Proposals Drawing Ref. P17-1256_03E received by the local planning authority on 22 June 2018.

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Reason: To protect the privacy and amenity of the future occupiers of the site in accordance with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

17. The development hereby permitted shall be implemented in accordance with the ground and finished floor levels submitted on Planning Engineering Layout Drawing Ref. FW1329 120 received by the local planning authority on 26 April 2018.

Reason: To ensure that the development has a satisfactory appearance in the interests of visual amenity to accord with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

18. The materials to be used on the external elevations of the dwellings, garages and boundary walls hereby permitted shall be in accordance with the details submitted on the approved Materials Plan Drawing No. PS/BC/ML Revision C received by the local planning authority on 29 June 2018.

Reason: To ensure that the development has a satisfactory appearance in the interests of visual amenity to accord with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

19. The development shall be carried out in accordance with the details submitted on approved Hard and Soft Landscaping Proposals Drawing Refs. P17-1256_01E, P17-1256_02E and P17-1256_03E received by the local planning authority on 22 June 2018. The soft landscaping scheme shall be maintained for a period of five years from the date of planting. During this period any trees or shrubs which die or are damaged, removed, or seriously diseased shall be replaced by trees or shrubs of a similar size and species to those originally planted.

Reason: To ensure that the works are carried out within a reasonable time period and thereafter maintained to accord with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

20. Site preparation and construction works shall be limited to the following hours: Mondays to Fridays 07:30 - 18:00; Saturdays 08:00 - 13:00 and no working on Sundays or Bank Holidays.

Reason: To protect the residential amenity of existing neighbouring properties and future occupiers of the site in accordance with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

21. If any vehicular access gates, barriers, bollards, chains or other such obstructions are to be erected they shall be set back a minimum distance of 5 metres behind the highway boundary and shall be hung so as not to open outwards.

Reason: To enable a vehicle to stand clear of the highway whilst the gates are opened/closed and protect the free and safe passage of traffic, including pedestrians, in the public highway in the interests of highway and pedestrian safety to accord with Policy DM17 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

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22. Notwithstanding the provisions of Parts 1 and 2 of Schedule 2 of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking or re-enacting that order with or without modification) the dwellings hereby approved on Plots 33 - 40 inclusive, shall not be extended or altered without the grant of planning permission for such extensions or alterations by the local planning authority.

Reason: In the interests of visual and residential amenity and to protect the amenities of the occupiers of neighbouring properties in accordance with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

23. Prior to the first occupation of any of the dwellings hereby permitted, full details of the provision of electronic communications networking to serve the development, including full fibre broadband connections shall be submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the approved details and fully operational prior to the occupation of the last dwelling on the site.

Reason: To ensure the provision of a high quality and reliable communications infrastructure network to serve the development to accord with paragraph 112 of the national Planning Policy Framework (2018).

11.5. Notes to Applicant

1. The approved development may require Building Regulations Approval, for further information please contact the Building Control team via e-mail at buildingcontrol@hinckley-bosworth.gov.uk or call 01455 238141.
2. Application forms to discharge conditions and further information can be found on the planning portal website www.planningportal.gov.uk.
3. In relation to conditions 3 and 4 advice from Health and Environment Services can be viewed via the following web address:- <http://www.hinckley-bosworth.gov.uk/contaminatedsite> which includes the Borough Council's policy on the investigation of land contamination. Any scheme submitted shall be in accordance with this policy.
4. In relation to condition 5, the scheme shall include the utilisation of holding sustainable drainage (SuDS) techniques with the incorporation of sufficient treatment trains to maintain or improve the existing 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 return period 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.

Full details for the drainage proposal should be supplied, including but not limited to, headwall details, pipe protection details (e.g. trash screens), long sections and full model scenarios for the 1 in 1, 1 in 30 and 1 in 100 year plus climate change return periods
5. In relation to condition 6, the suitability of the ground strata for soakaway drainage should be ascertained by means of the infiltration test described in BRE Digest 365 Soakaway Design.
6. In relation to condition 7, details should demonstrate how surface water will be managed on site to prevent an increase in flood risk during the various construction stages of development from initial site works through to completion. This shall include temporary attenuation, additional treatment,

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controls, maintenance and protection. Details regarding the protection of any proposed infiltration areas should also be provided.

7. In relation to condition 8, details of the SuDS Maintenance Plan should include for routine maintenance, remedial actions and monitoring of the separate elements of the system, and should also include procedures that must be implemented in the event of pollution incidents within the development site.
8. Planning Permission does not give you approval to work on the public highway. The highway boundary is the wall/hedge/fence etc. fronting the premises and not the edge of the carriageway/road. Therefore, prior to carrying out any works on the public highway you must ensure all necessary licences/permits/agreements are in place. For further information, please telephone 0116 305 0001. It is an offence under Section 148 and Section 151 of the Highways Act 1980 to deposit mud on the public highway and therefore you should take every effort to prevent this occurring. All works within the limits of the highway with regard to the access shall be carried out to the satisfaction of the Highways Manager- (telephone 0116 3050001. Any street furniture or lining that requires relocation or alteration shall be carried out entirely at the expense of the applicant, who shall first obtain the separate consent of the Local Highway Authority.
9. The applicant/developers attention is drawn to the consultation response from Cadent Gas: due to the presence of Cadent and/or National Grid apparatus in proximity to the application site, the contractor should contact Plant Protection team before any works are carried out to ensure the apparatus is not affected by any of the proposed works. E-mail: plantprotection@cadentgas.com Telephone: (0)800 688588.
10. Land Drainage Consent - If there are any works proposed as part of an application which are likely to affect flows in a watercourse or ditch, then the applicant may require consent under Section 23 of The Land Drainage Act 1991. This is in addition to any planning permission that may be granted. Guidance on this process and a sample application form can be found at the following:
<http://www.leicestershire.gov.uk/Flood-risk-management>.
11. If the roads within the proposed development are to be offered for adoption by the Local Highway Authority, the Developer will be required to enter into an agreement under Section 38 of the Highways Act 1980. Detailed plans will need to be submitted and approved, the Agreement signed and all sureties and fees paid prior to the commencement of development. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://resources.leicestershire.gov.uk/environment-and-planning/planning/leicestershire-highway-design-guide>.

If an Agreement is not in place when the development is commenced, the Local Highway Authority will serve Advanced Payment Codes in respect of all plots served by all the roads within the development in accordance with Section 219 of the Highways Act 1980. Payment of the charge must be made before building commences. Please email road.adoptions@leics.gov.uk in the first instance.

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12. Planning Permission does not give you approval to work on the public highway. To carry out off-site works associated with this planning permission, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit/section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://resources.leicestershire.gov.uk/environment-and-planning/planning/leicestershire-highway-design-guide>.
13. Any street furniture or lining that requires relocation or alteration shall be carried out entirely at the expense of the applicant, who shall first obtain the separate consent of the Local Highway Authority.
14. A minimum of 6 months' notice will be required to make or amend a Traffic Regulation Order of which the applicant will bear all associated costs. Please email road.adoptions@leics.gov.uk to progress an application.