

**Planning Committee 16 August 2016
Report of the Chief Planning and Development Officer**



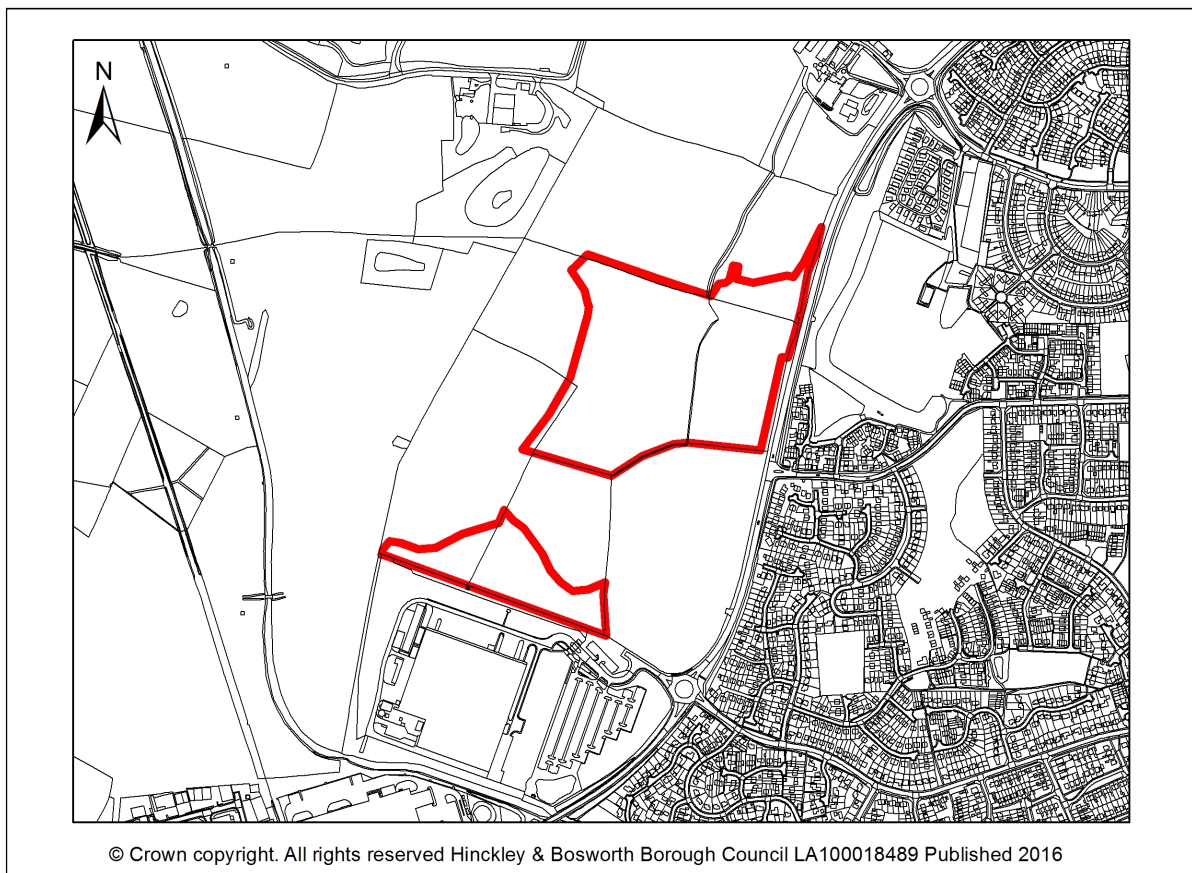
Hinckley & Bosworth
Borough Council

A Borough to be proud of

Planning Ref: 15/00582/FUL
Applicant: Bloor Homes Limited
Ward: Hinckley Clarendon

Site: Land North East Of Triumph Motorcycles Ltd
Dodwells Road, Hinckley LE10 3BZ

Proposal: Development of 260 dwellings (Use Class C3), formal and informal public open space including children's play area, and associated infrastructure including highways, landscaping and sustainable urban drainage system



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1. Recommendations

1.1. Grant planning permission subject to:

- The prior completion of a S106 agreement to secure the following obligations:
 - Highways- figure to be agreed
 - Education - Primary £3,315,000
 - Secondary £506,764.09
 - Special (SEN) - £85,322.05
 - Health – figure to be agreed
 - Civic Amenity - £12,878

- Libraries – £7,410
 - Police - £77,502
 - Play and Open Space – on site provision with maintenance contribution based on a square metre figure
 - Town Centre Improvements – figure to be agreed
 - Affordable Housing – 20% on site and local connections
- Planning conditions outlined at the end of this report.
- 1.2. That the Chief Planning and Development Officer be given delegated powers to determine the final detail of planning conditions.
- 1.3. That the Chief Planning and Development Officer be given delegated powers to determine the terms of the S106 agreement including trigger points, financial contributions and claw back periods.

2. Planning Application Description

- 2.1. This is a full application for phases 1 and 2 of the outline planning application 15/00188/OUT, referred to from this point as 'Hinckley West', which was considered at planning committee 21 June 2016.
- 2.2. The application includes the access for the 'Hinckley West' development. The development is served by a single point of access from the A47 Normandy Way between the A47/Roston Drive and A47/Wykin Road roundabouts. Access to the site will be via a 3-arm roundabout with the A47. Each arm will have two lanes on the approach to the roundabout. A dual-carriageway access road would link this roundabout to a smaller 4-arm roundabout which in turn would serve the 'Hinckley West' development.
- 2.3. 260 dwellings are proposed for this development, with a 'central park' which would include formal and informal play spaces with children's play space. The general layout follows the 'street hierarchy' identified in the Design Principles for the 'Hinckley West' development. A compliance report has been submitted to ensure consistency in the design approach across the overall site (proposed in application 15/00188/OUT) and to ensure the development is following the design principles set out in the outline application.
- 2.4. Several amendments have been submitted during the course of this application and the number of dwellings has consequently increased from 243 to 260 dwellings.

3. Description of the Site and Surrounding Area

- 3.1. The site is located to the west of Hinckley, approximately 2km from the town centre. The application site is 15.21 hectares (ha) of agricultural land. The application site comprises two parcels of land; a northern parcel that encompasses the area proposed for residential development and a southern parcel that incorporates sustainable drainage features and ecological mitigation areas that are proposed in conjunction with development.
- 3.2. The north eastern corner of the application site is bounded by Normandy Way from which the new site access will be provided. A narrow section of land along the eastern boundary of the site, immediately adjacent to the A47, is in separate ownership and falls outside the application site boundary. A small farm access from the A47 is located within the north eastern corner of this parcel of land.

- 3.3. An existing hedgerow, interspersed with trees, defines the southern boundary of the northern parcel. The remaining boundaries of this parcel of the application site are not currently defined by any specific landscape features, but have been defined by the route of an existing footpath (T53) that runs east to west and connects to the wider countryside.
- 3.4. Similarly, the southern boundary to the southern parcel of the application site is defined by existing hedgerow and interspersed with trees. The northern boundary is defined by the area required for drainage features and ecological mitigation proposed to support the development. The existing Triumph factory lies immediately to the south of the southern area boundary.
- 3.5. The site areas for Phases 1 and 2 are separated by an existing watercourse that runs north to south.
- 3.6. The primary landscape features within the site include field boundary hedgerows and a number of large mature trees. There is also a watercourse that connects to an existing culvert on the southern boundary of the outline application site.
- 3.7. Close to the site's eastern boundary there is an overhead electricity line, which runs north to south, parallel to the A47.

4. Relevant Planning History

15/00188/OUT	Erection of up to 850 dwellings, 500m ² of retail units, a primary school, community facilities including sports pitches, parkland, children's play areas, allotments, sustainable urban drainage systems, a new access and associated infrastructure (outline - access only)	Resolution to approve at planning committee 21/06/2016, subject to completion of a Section 106	
14/00774/SCOPE	Screening request for 850 dwellings	Not EIA development	18.08.2015

5. Publicity

- 5.1. The application has been publicised by sending out letters to local residents. Several site notices were also posted within the vicinity of the site and a notice was displayed in the local press.
- 5.2. Four responses were received for this application and raised the following concerns:
- 1) Existing issues turning right from Outlands Drive and this could exacerbate the situation

- 2) Increase of traffic onto the A47/Normandy Way which is already congested at peak times
- 3) Rat run through Wykin Village would worsen
- 4) Increase the traffic through Wykin Village and impact upon safety of pedestrians and cyclists
- 5) Security of surrounding fields
- 6) Proposed landscaping should act as a sound barrier
- 7) Local services are already over stretched and this would cause a further drain
- 8) Concerns with more traffic using Wykin Road as a short cut into the town centre, specifically large lorries
- 9) Consideration should be given for the inclusion of a new road from the area of Wykin Village to bypass the A47
- 10) Concerns that landscaping will not be maintained regularly and would become overgrown and a hazard to footpaths and cycle paths

6. Consultation

- 6.1. No objections have been received from:-

Highways England
 Ashby Canal and Inland Waterways Association
 Leicestershire County Council (Rights of Way)

- 6.2. No objection, subject to conditions have been received by:-

Severn Trent Water
 Leicestershire County Council (Flooding) (Lead Local Flood Authority)
 Leicestershire County Council (Archaeology)
 Leicestershire County Council (Highways)
 Environmental Health (Pollution)
 HBBC Waste Services

- 6.3. Requests for developer contributions have been received from the NHS, Leicestershire County Council and Leicestershire Police. The details of these requests are outlined within the 'developer contributions' section.

7. Policy

- 7.1. Core Strategy (2009)

- Policy 1: Development in Hinckley
- Policy 5: Transport Infrastructure in the Sub-regional Centre
- Policy 15: Affordable Housing
- Policy 16: Housing Density, Mix and Design
- Policy 19: Green Space and Play Provision
- Policy 24: Sustainable Design and Technology

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

- Policy SA2: Land West of Hinckley, Normandy Way, Hinckley
- Policy DM1: Presumption in Favour of Sustainable Development
- Policy DM3: Infrastructure and Delivery
- Policy DM6: Enhancement of Biodiversity and Geological Interest
- Policy DM7: Preventing Pollution and Flooding
- Policy DM10: Development and Design
- Policy DM11: Protecting and Enhancing the Historic Environment

- Policy DM12: Heritage Assets
 - Policy DM13: Preserving the Borough's Archaeology
 - Policy DM17: Highways and Transportation
 - Policy DM18: Vehicle Parking Standards
- 7.3. National Planning Policies and Guidance
- National Planning Policy Framework (NPPF) (2012) Sections 1, 4, 6, 7, 8, 10 and 12
 - Planning Practice Guidance (PPG)
- 7.4. Other relevant guidance
- Affordable Housing SPD

8. Appraisal

8.1. Key Issues

- Assessment against strategic planning policies
- Impact upon the character of the area
- Impact upon neighbouring residential amenity
- Impact upon the highway
- Drainage

Assessment against strategic planning policies

- 8.2. Policy DM1 of the Site Allocations and Development Management Policies DPD SADMP sets out a presumption in favour of sustainable development and states that development proposals that accord with the development plan should be approved without delay unless material consideration indicate otherwise.
- 8.3. Hinckley is a sub-regional centre and is identified as a sustainable location for development with a large number of community facilities, shopping provision, employment opportunities and good public transport links. Core Strategy Policy 1 supports the provision of at least 1,120 dwellings in Hinckley.
- 8.4. This is one of two applications which have been submitted for the allocated site SA2 in the adopted Site Allocations and Development Management Policies Development Plan Document (SADMP). The outline planning application for Hinckley West was considered at 21st June 2016 Planning Committee and included the majority of the allocation site, with the exception of a small parcel of land to the east and south eastern corner of the allocation. The outline application was resolved to be approved, subject to the signing of a Section 106 agreement and relevant conditions. The details of the Section 106 being progressed and therefore a formal decision has not yet been made. The outline application identified phases of development from 1 – 8. This full application includes phases 1 and 2 of the outline application providing the access road into the overall Hinckley West site and 260 dwellings. The outline application shows the school site as being within phase 2b. This is not included within this application and will be subject to a separate planning application.
- 8.5. Policy SA2 of the adopted Site Allocations and Development Management Policies Development Plan Document (SADMP) states proposals for the site Land west of Hinckley should provide:

- 850 dwellings with a housing density, mix and design in line with Core Strategy Policy 16;
 - a local shop or neighbourhood centre;
 - a primary school;
 - a safe pedestrian access across Normandy Way;
 - open space and play provision in line with Core Strategy Policy 19; and
 - affordable housing in line with Core Strategy Policy 15
 - an appropriate strategy that reduces the impact of traffic from the development on Wykin Lane through Wykin village
- 8.6. This application is for approximately one quarter of the allocation and is designed in accordance with the design principles set in the outline application (15/00188/OUT). Access points to other phases are provided to allow a comprehensive development of the site. The masterplan for the allocation site identifies these parcels of land for residential development and a central park. The provision of the school, retail, and additional residential development and open space will be provided in other phases of the wider allocation, as identified in the outline application. Therefore this application does not preclude the development of the wider allocation and is in accordance with Policy SA2 of the SADMP.
- 8.7. Policy 16 of the Core Strategy seeks to ensure that new build residential development to meet a minimum net density of 40 dwellings per hectare within and adjoining Hinckley; however in exceptional circumstances, where individual site characteristics dictate and are justified, a lower density may be acceptable. The proposal is for 260 dwellings on a site of approximately 15.21 hectares. The net developable area is 7.1 hectares, disregarding land for drainage, parkland, and other ancillary areas. This results in a density of 36.5 dwellings per hectare which is less than the policy requirement. The design of the scheme is landscape-led and retains existing hedgerows, watercourses, several trees and provides a buffer for an existing water vole population. Given this design approach, there is an acceptance of a lower density in certain areas. It is therefore considered, in this instance, that the lower overall density is acceptable and in accordance with Policy 16 of the Core Strategy.
- 8.8. Policy 16 also required a mix of housing types and tenures to be provided on all sites of 10 or more dwellings, using an up to date housing market assessment or other local evidence. A mix of 1 bedroom flats and houses, 2, 3 and 4 bedroom houses are provided with this application, with a mix of tenure including market and affordable housing. The mix is based upon the applicant's assessment of the needs of the area. The applicant, Bloor Homes, has undertaken a market assessment of the area and used this data to establish the appropriate mix on the site. This data is more up to date than the Strategic Housing Market Assessment data which is identified in the supporting text in Policy 19. The applicant has identified a scheme which covers the needs of the area and is deliverable. It is therefore considered that the mix is appropriate and in accordance with Policy 19. If further local evidence is obtained in the future then this will be reflected in the housing mix on other phases to ensure the allocation as a whole provides an appropriate mix of housing types and tenures.
- 8.9. Policy 15 of the Core Strategy seeks to secure 20% on site affordable housing in urban areas (including Hinckley) with a mix of 75% social rented and 25% intermediate housing. At Full Council on 19 June 2012, the principle of accepting affordable rent rather than social rent was accepted. The proposal includes 20% affordable housing with a mix of 21% intermediate units and 79% affordable rented

units. Whilst this mix is changes from the 25%/75% split requirement, following discussions with the affordable housing officer and identification of local need, this minor divergence is considered acceptable.

- 8.10. Policy 19 of the Core Strategy identifies the standards to be used in relation to green space and play provision in the borough. The provision for green space and play provision is identified through the outline application as achieving over an above the requirements for Policy 19. The provision of equipped children's play space and casual/informal play space exceeds the requirements required through Policy 19. However the accessible natural green space and outdoor sports provision for this single application does not meet the requirements of Policy 19 due to these areas being within other phases of the wider site. As this site has a wider masterplan, and the green space and play provision will be provided in a comprehensive manner in accordance with the details of the outline permission, it is considered that the provision of green spaces and play provision is acceptable.
- 8.11. It is considered that the development would provide the requirements of Policy SA2 of the SADMP.
- 8.12. The site is an undeveloped greenfield site. However it is allocated for development in the SADMP, with a resolution to approve an outline scheme, subject to the signing of a Section 106. The allocated site, of which this forms part, will provide a range of social benefits including the provision of a primary school, dwellings, affordable housing, a retail store and play and open space. This is in addition to the economic benefits, including construction jobs for an estimated 10 year build period, additional expenditure in the local area, new education and retail employment and the generation of council tax and new homes bonus to the borough council. It is considered that the loss of a greenfield site is outweighed by the social and economic benefits of the proposal.
- 8.13. The site is allocated for development in the adopted SADMP which should be given significant weight. The requirements for mitigating the impacts of the development as identified in Policy SA2 of the SADMP are fully provided for within this outline application. Whilst there will be some impact upon the character of the area due to the site being a greenfield site, the benefits would outweigh this harm. The principle of development is therefore considered acceptable, subject to all other material considerations being satisfactory.

Access and Highways

- 8.14. Policy DM17 requires, where appropriate, that improvements are undertaken to the highways and transportation network to limit any significant impacts arising from the development and all new developments should reflect the highway design standards (The 6 C's Design Guide). Policy DM18 of the SADMP requires new development to provide an appropriate level of parking provision.
- 8.15. Core Strategy Policy 5 identifies transport interventions which are proposed to support the additional development in and around the sub-regional centre, particularly the Sustainable Urban Extensions at Barwell and Earl Shilton. This development is a large-scale sustainable development within the Hinckley urban area and therefore this policy must be considered.
- 8.16. The development would be served by a single point of access from the A47 Normandy Way between the A47/Roston Drive and A47/Wykin Road roundabouts. Detailed road layout for the whole site Hinckley West site will be subject to a

reserved matter submission in due course, but the Development Framework shows the primary access of Normandy Way connecting with primary, secondary and tertiary streets. The outline planning application indicates a loop within the site to allow for a bus service. This provision is retained in this full application. This ensures that each property is within a 400m walking distance of a bus service.

8.17. The proposal includes the following highway mitigation works, which would be secured through an appropriate legal agreement with Leicestershire County Council (Highways).

- Access to the site will be via a 3-arm, 50m diameter roundabout with the A47. Each arm will have two lanes on the approach to the roundabout. An 80m long dual-carriageway access road would link this roundabout to a smaller 4-arm roundabout which in turn, would give access to the major residential access road. Given that the quantum of development proposed exceeds that normally permitted off a single point of access, the bespoke design has been subjected to an Independent Safety Audit and has been checked and found acceptable by LCC Highway Authority engineers.
- Reduction in the speed limit along Normandy Way from 50mph to 40mph between the Roston Drive and Stoke Road (the supplemental Transport Assessment (TA) suggests that the speed limit will only be changed between Roston Drive and Wykin Road however through discussions with LCC Highway the applicant has no objections to and is willing to extend the limit to Stoke Road).
- Provision of a toucan crossing a short distance south of the new site access roundabout. An additional informal crossing would be provided to the north of the roundabout.
- Reduction in the width of the carriageway of Normandy Way between Wykin Road and Roston Drive to enable widening of the existing footway/cycleway.
- Improvement to the Outland Drive junction with Normandy Way allowing vehicles to turn easier onto Normandy Way.

Impact upon the highway network

8.18. A TA and a Framework Travel Plan was undertaken for the outline application site 15/00188/OUT. This included a bespoke methodology for the TA was agreed with Leicestershire County Council, Warwickshire County Council and the Highways Agency (now Highways England) at the pre-application stage. The methodology used a combination of outputs from several models (LLITM and the Hinckley and Nuneaton Paramics Model) and more traditional junction assessment tools. The TA and Travel Plan submitted with this application supports the principles of the outline documents and focuses the detail upon phases 1 and 2.

8.19. To assess the impact of the development upon the highway network modelling with and without the development was undertaken by a highways consultant for junctions that could be affected by the development. The findings of this show:

- Wykin Road traffic flows west of the A47 are not materially affected by the development
- Ashby Road north of the A47 has a significant increase in traffic in the am and pm
- A5/A47 (Dodwells roundabout) would be severely affected by the development
- A47/Stoke Road roundabout would operate well below capacity and this development would not have a severe impact upon this junction

- A47/Wykin Road roundabout would operate well below capacity and this development would not have a severe impact upon this junction
 - A47/Outlands Drive would be affected by this development as it would increase in delays for vehicles waiting to turn out of Outlands Drive are predicted
 - A47/Roston Drive/Triumph roundabout would operate well below capacity and this development would not have a severe impact upon this junction
 - Apart from the A47 all other changes in traffic to local roads is small and includes some significant decreases (which may be due to the future improvement to the A5 between Dodwells roundabout and Longshoots junction and the widening of the A47 arm of the Dodwells roundabout).
- 8.20. The developer and LCC Highways have identified several mitigation measures to address the impacts raised through modelling. These are:
- Improvements to the A47/Ashby Road – this would allow the junction to operate well below capacity (Section 106 contribution will be required)
 - Reduction of speed limit along the section of the A47 between Roston Drive and Stoke Road and alterations to the right turn lane to provide the ability for vehicles turning right from Outlands Drive onto Normandy Way to wait in the central reservation for a gap to enter the northbound carriageway. These mitigation measures would alleviate this identified issue. This would mitigate and reduce the delays for vehicles waiting to turn out of Outlands Drive.
 - Section 106 contributions to improve the A5/A47 Dodwells roundabout to mitigate the impact of the development.
- 8.21. The applicant is agreeable to the Section 106 contributions and the necessary improvements identified on the submitted highway plans. LCC Highways therefore conclude, subject to the mitigation measures being undertaken, the development would not have a severe impact upon highway safety. Conditions are recommended to ensure the mitigation measures and the access proposed is delivered at appropriate points in the development.
- 8.22. Concerns have been raised through local consultation regarding the existing 'rat run' through Wykin Village to access the A5. It is unreasonable to expect new development to solve existing highway issues. However it is important that development does not exacerbate these problems. The transport modelling which has been found acceptable by LCC Highways concludes that Wykin Road traffic flows west of the A47 are not materially affected by the development. The off-site improvements proposed through this development would also improve the wider highway network, specifically the A47, and reduce the need for people to use the 'rat run' identified at Wykin Village.

Sustainable forms of transport

- 8.23. Policy DM17 identifies that development should have 'convenient and safe access for walking and cycling to services and facilities' and 'the need to travel will be minimised and the use of sustainable transport modes can be maximised'. The submitted travel plan for this application includes a number of measures designed to encourage sustainable forms of transport such as cycling, walking and public transport, in accordance with the Travel Plan for the outline scheme. In addition to the footways which will run contiguously with the internal estate roads, the site will also benefit from a network of extensive traffic-free, green corridors to enable future residents to walk and cycle to the main destinations within the site such as the

school and local centre. Externally improvements are to be made to the existing footway/cycleway provision along the eastern flank of Normandy Way thus improving access to the Dodwells Road industrial area, secondary schools and retail areas amongst others.

- 8.24. The applicant has been in discussions with a bus provider and has agreed to provide a bus service to Hinckley Town Centre half hourly 7am – 7pm Monday to Saturday for a period of five years from the start of the service at the occupation of the 50th dwelling. This will be provided with this application and is also linked to the wider outline application site. The bus provider has indicated that they would consider that such a service is likely to be commercially viable within 5 years of commencement. To promote the use of sustainable transport modes and establish changes in travel behaviour from first occupation the applicant will provide travel packs and two six- month bus passes per dwelling.
- 8.25. Two Public Rights of Way (U5 & T53) traverse the wider Hinckley West site and are intended to be improved to provide high quality connections to Hinckley to the east and the Ashby Canal to the west. In addition U6 abuts the western site boundary and would also be improved as part of the proposals.
- 8.26. A S106 contribution is sought for those sections of U5, U6 and T53 outside the site boundary to the west of the site, including refreshing waymarking furniture, small scale drainage/surface improvements, and the repair/replacement of any access furniture. The purpose of these works will be to provide a facility for residents who are employed at either the Dodwells Bridge or Harrowbrook Industrial Estates to walk to work and encourage recreational use.
- 8.27. To the east of Normandy Way, a S106 contribution is sought for T53 and the existing paths within Wykin Park which would be improved to provide a high quality link to the park, Redmoor High School and Hinckley town centre beyond.
- 8.28. A condition is recommended which requires a residential travel plan to be submitted for each phase and a travel plan for the school. Additionally a condition is recommended requiring the submission of a public transport strategy for the site. These conditions would ensure sustainable modes of transport are promoted through this development.

Parking provision

- 8.29. The provision of parking is provided in accordance with the guidance outlined in the 6 C's Design Guide. The parking provision is generally 1 parking space for 1 bedroom flats, 2 parking spaces for 2-3 bedroom dwellings and 3 parking spaces for 4 bedroom dwellings. All garage dimensions exceed the required dimensions outlined in the 6C's Guide to ensure they are 'usable' as garages.

Impact upon the highway network during construction

- 8.30. Due to the large scale nature of the development and the close proximity to the A47 and several key junctions the construction could have a significant impact upon the highway network. These impacts can be appropriately mitigated and a condition is recommended which requires the submission of a construction environmental management plan.
- 8.31. The design principles, mitigation measures, recommended conditions and Section 106 contributions would ensure that the development would not have a severe

impact upon the highway network. Sustainable modes of transport will be encouraged throughout the development and links to the town centre through improvement of footpaths/cycleways and the provision of a bus service. The development will also contribute towards the improvement of the wider transport infrastructure in the sub-regional centre. The development is therefore in accordance with Policies DM17 and DM18 of the SADMP.

Impact upon the character of the area

- 8.32. Policy DM10 of the SADMP requires development to enhance the character of the surrounding area, appropriate use of building materials, high standards of landscaping, conservation of energy, and that natural surveillance, fire safety measures and the principles of secured by design is maximised.
- 8.33. The site is a greenfield site which includes a number of mature hedgerows, trees and watercourses. It is relatively open and the land is higher to the north. The site is identified within the Hinckley & Bosworth Landscape Character Assessment (2006) as being within the Stoke Golding Vales Character Area. Its key characteristics are:
- Predominately flat with only gentle undulations
 - Mix of arable and pasture with frequent individual trees.
 - Medium scale rectilinear field pattern bounded by mixed hedgerows with scattered hedgerow trees and small copses.
 - Settlement usually associated with local high points.
 - Area criss-crossed by network of small lanes and public footpaths. The Ashby Canal features numerous attractive canal bridges.
 - Stoke Golding is an attractive settlement clustered around its prominent church, close to the Ashby Canal.
 - Area is open and expansive with views occasionally limited by vegetation.
 - This is generally a tranquil, rural character area despite the proximity of Hinckley and the A5.
- 8.34. The assessment identifies that the landscape character is medium to high sensitivity with limited capacity to accept significant change, due to little urban influence to the majority of the area.
- 8.35. The site lies on the edge of the landscape area and does not experience the 'tranquil' nature due to its proximity to Hinckley, Normandy Way (A47) and the employment development to the south. The site is an urban fringe site acting as a transition between the urban area of Hinckley to the wider remote countryside.
- 8.36. The development of this greenfield site would have an impact on the character of the immediate area. However the wider impact would be limited, subject to appropriate landscaping and design, due to the position on the urban fringe of Hinckley.
- 8.37. The outline scheme identifies design principles for the wider 'Hinckley West' site. The design of the site is to be landscape-led and would retain the existing hedgerows, water ways and mature trees. This landscape-led approach would lessen the impact upon the wider landscape.
- 8.38. The design principles of the 'Hinckley West' scheme, includes several character areas:

- *Primary Street* – formal in character, semi-detached/detached dwellings, location of bus route, front gardens large enough to accommodate trees, boundary treatments formal hedgerows
 - *Side Street* – semi-formal character, smaller dwellings than those on primary street, small or no front gardens, some parking to front of dwellings, regular symmetry
 - *Parkland Edge* – formal character with consistent straight building lines, formal Georgian style elevations, potential for 2.5/3 storey feature groups, boundary to park to be estate railings, formal hedgerows to front boundaries
 - *Green Corridor Edge* – informal character arranged along edges of semi-natural open space, generally detached, simple detailing, mix of dwellings, two storeys
 - *Square/Nodes* – group of dwellings with potential for higher storey than surrounding, different public realm treatment, areas which act as a wayfinding points within the development
- 8.39. Several amendments have been made to the design of scheme since the original submission. These amendments have been requested to secure a high quality design for the scheme.
- 8.40. The urban design credentials of the proposal have been fully assessed. The main areas focused upon can be broken up into layout, design of dwellings, materials and landscaping.
- 8.41. The layout of the scheme follows the design principles set through the outline application and includes Primary Streets, Side Streets, a Parkland Edge, Green Corridors/Edges and Residential Nodes/Squares, generally in conformity with the Development Framework plan submitted with the outline planning application for the wider site. The design of the proposed dwellings includes a variety of features, such bay windows, porches and gable features. There are over 20 different house types throughout the scheme, which would provide interest across the development. This allows for some variety in streetscenes whilst retaining cohesion within the development. The design of the dwellings reflects the design principles of the outline planning permission for the wider site. All dwellings within each area face the street or are dual fronted on corner plots. This provides overlooking to all areas, including the green spaces, to provide natural surveillance. The final proposed design and layout of the scheme results from a series of improvements achieved through independent urban design input. The design of each character area will be discussed in turn below.

Primary Streets

- 8.42. The primary streets are characterised by larger detached or semi-detached two storey/two and a half storey dwellings with in-curtilage parking, with a majority of plots including single or double garages. The proposed properties include bay windows, porches and gable features to their design. The properties along the primary streets are set back to allow for larger front gardens. The majority of plots include a tree within the front garden to create a tree lined street to add to the formal character of the primary street.
- 8.43. A mix of render and brick is used as materials for the dwellings. The details of the materials are key in ensuring a high quality design for the scheme. Discussions are

ongoing with regard to the details of the proposed materials and therefore it is considered that a condition to ensure materials are agreed prior to the commencement of development is included.

- 8.44. The scheme includes two key nodes/residential squares along the primary street. These are characterised by dwellings being sited closer together to create a higher density development area. Each plot is characterised by white rendered properties with small/no front gardens. This makes the dwellings more prominent in the street scene. Parking bays are also provided in front of the dwellings, adding to the 'residential square' character. One of the residential squares/key nodes includes large three storey buildings which provide flats. This increase in storey height provides a feature point. A small area of open space is also provided. The variety of design in these two areas allows the residential squares/nodes to stand out as individual features, providing a way point in the development. The negotiated and improved design of the scheme therefore creates a sense of place within the development. This approach is consistent with the design principles set out in the outline application for the wider site.

Side Streets

- 8.45. The side streets are characterised by a mixture of semi-detached and terraced, typically two storey dwellings with a small number of detached dwellings. The dwellings are sited closer together than the primary streets and the green edges. The features of these dwellings are less formal in design with small porch canopies as the main feature. Regular symmetry is included between the dwellings and with the canopy details. These features are also in keeping with the design principles identified in the outline planning application for the wider site.
- 8.46. The materials proposed within this area are simpler and the use of render/weatherboarding is strictly limited in comparison to other areas within the development. The details of the materials are key in ensuring a high quality design for the scheme. Discussions are ongoing with regard to the details of the proposed materials and it is considered that a condition to ensure materials are agreed prior to the commencement of development is appropriate.
- 8.47. The change in design allows the users of the areas to appreciate a change in environment from the formal primary streets and open green edges to the side streets which are of higher density within the development.

Green Edges

- 8.48. The green edges are characterised by larger spacing between plots and generally detached properties. These dwellings include simple details including porch canopies and gable features, with no bay windows. The layout of these edges is more informal in character with softer edges and no strongly defined building line. Parking is generally to the side or rear of properties to enhance the softer green edge.
- 8.49. The materials proposed include a mixture of brick and weatherboarding to add towards the informal character and green edge of these areas. The details of the materials are key in ensuring a high quality design for the scheme. Discussions are ongoing with regard to the details of the proposed materials and it is considered that a condition to ensure materials are agreed prior to the commencement of development is appropriate.

- 8.50. Within the south eastern corner of the site, a three storey building is proposed which includes nine flats. This is at an edge which has a gap in planting and therefore the building, due to its siting and height would be more visible than most other dwellings along the boundary with the A47. It is therefore important to ensure a high quality design of this building. The building is designed with porches to each entrance, gable features, bay windows, and brick detailing above and below each window. The wall facing materials proposed are weatherboarding and brick. This will soften the development upon the green edge. Additionally the bin stores are designed as part of the ground floor of the building, with a lean-to structure to allow the bins to be kept in a clearly defined place.
- 8.51. The design of the green edges is in keeping with the design principles set in the outline planning application for the wider site.

Parkland Edge

- 8.52. The parkland edge is characterised by a formal layout around the 'central park'. The spacing between properties is minimal to provide a strong edge to the park. The design of the dwellings is influenced by 'Georgian style' architecture, to add to the formal character. The dwellings are a mixture of two and two and a half storey dwellings. Three storey dwellings along the parkland edge are designed with a parapet wall to provide added height to the buildings. This provides a strong built frontage to the parkland edge and formal character. Parking is provided to the rear of the properties to ensure a strong frontage that is not broken up by garaging or parking to the front. Each dwelling has a small front garden and with estate railings as a boundary treatment. This is characteristic of a formal parkland edge.
- 8.53. The design of the properties along the parkland edge is also mimicked to the north eastern area, facing the entrance of the site. Due to the prominence of these dwellings, this formal design is considered appropriate.
- 8.54. The materials proposed for these dwellings would appear more traditional than the other materials used within the development. This is to reflect the design of the dwellings and the formal character. The details of the materials are key in ensuring a high quality design for the scheme. Discussions are ongoing with regard to the details of the proposed materials. It is considered that a condition to ensure materials are agreed prior to the commencement of development is appropriate.

Park and Other Landscaping Areas

- 8.55. The central park is a key feature of the application site and the wider allocation site. Therefore the design is key to providing a high quality design and cohesive development. The scheme is landscape-led and therefore full details of landscaping throughout the whole development are also important to achieving a high quality scheme.
- 8.56. A landscape strategy plan has been provided to give an indication of how the landscaping will fit with the principles set at the outline scheme and with the proposed development. The full details of the landscaping have not yet been submitted and it is therefore necessary to require the developer to submit a full detailed landscaping scheme subject to the commencement of development. This will ensure that the landscaping is appropriate and adds to the quality of design of the development.

- 8.57. It is therefore considered that the development would be of a high quality and in accordance with the design principles set in the outline planning application for the wider site. The scheme is therefore in accordance with Policy DM10 of the SADMP.

Impact upon Neighbouring Residential Amenity

- 8.58. Policy DM10 requires development to not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings including matters of lighting, air quality (including odour), noise, vibration and visual intrusion.
- 8.59. Residential dwellings are located to the east of the site but are separated by the A47. Several residential dwellings lie to the north of the site, but are separated by a large agricultural field. Due to the distance to these dwellings it is not considered that the development, in its finished form, would have a detrimental impact upon existing residential amenity with regard to overlooking, overbearing, impact upon privacy, air quality and lighting.
- 8.60. The construction of this site may provide noise and dust within the immediate area and therefore Environmental Health have requested conditions requiring a construction management plan, no burning of waste material and restrictions on construction hours to:
- 8am – 6pm – Monday – Friday
 - 9am – 1pm Saturdays
 - No work Sunday or Bank Holidays

These requested conditions are considered necessary to protect the amenity of existing residents,

- 8.61. It is therefore considered that subject to an appropriate construction management plan the development will not have a significant adverse impact upon existing or future residential amenity in accordance with Policy DM10 of the SADMP.

Impact upon Ecology

- 8.62. Policy DM6 states that major developments must include measures to deliver biodiversity gains through opportunities to restore, enhance and create valuable habitats, ecological networks and ecosystem services. On site features should be retained, buffered and managed favourably to maintain their ecological value, connectivity and functionality in the long-term.
- 8.63. There are no statutory designated sites inside the site boundary.
- 8.64. The applicant has submitted a Preliminary Ecological Appraisal. The key findings are:
- The statutory designated sites within 5km of the site boundary are a sufficient distance away to ensure they will not be affected by any proposed works.
 - Some of the habitats on the site are Biodiversity Action Plan (BAP) priority habitats; rough grassland field margins, hedgerows and mature trees.
 - Two hedgerows are 'important' for ecological reasons in the Hedgerow Regulations (the north and west boundaries and they are both proposed Local

Wildlife Sites), and a further three of the seven have moderately high to high nature conservation value.

- All hedgerows qualify as a habitat of principal importance as they are more than 20m in length and have more than 80% cover of UK native species.
- 13 mature trees could accommodate roosting bats
- The older trees qualify as the local BAP habitat mature trees.
- Evidence of water vole (a BAP priority species) along the stream in the southern half of the site.
- There are habitats likely to support badgers, bats (roosting, commuting and foraging), great crested newts, reptiles and water voles. Further protected species surveys are recommended.

8.65. Following the recommendations of the Preliminary Ecological Appraisal, the applicant also undertook further detailed protected species surveys including a Breeding Bird Survey, Bat Activity Survey Report, Great Crested Newt and Reptile Study Report.

Breeding Bird Survey Report

8.66. The report concludes that the site supports a reasonable diversity of breeding birds, including species of Birds for Conservation Concern. Some of these species are suffering severe national decline due to loss of habitat, and as such mitigation is required. The majority of breeding birds are on the site boundaries.

8.67. Species likely to be affected by the development are those that breed or feed on the arable ground, including Skylark, Yellow wagtail, Linnet and Yellowhammer. These species will be displaced. Enhancements to hedgerows and trees could have positive impacts for many species. Mitigation is required during construction and measures to maintain and enhance the habitat on site once it is developed.

Bat Activity Survey Report

8.69. The survey recorded at least 5 bat species using the site. The level of activity and species diversity is at a moderate level, meaning the site is important for the local bat population. The report recommends that if any of the potential bat roosting trees are to be removed, further surveys will be required. The survey recommends that boundary features are retained as foraging and commuting habitat, and that new gardens, tree planting and SUDS should provide further foraging habitat. The proposed allotments will also provide insect prey for bats. Mitigation during construction of the development is required, plus habitat enhancement once the site is developed.

Great Crested Newt and Reptile Survey Report

8.71. The report concludes that there is a low population of grass snake, and no other reptiles present. Great Crested Newts were identified outside of the site, in two ponds to the west and a pond to the south. Both are 'species of principal importance' in the NERC Act 2006. This equates to a medium population in the area, with probable movement between the ponds. The report recommends that reptiles (to the north and centre of the site) could be harmed during construction, and mitigation measures will be required. Also, due to the close proximity of Great Crested Newts (who can forage 500m from ponds), construction mitigation measures and ongoing habitat management are required.

- 8.72. The survey recommends that survey data should not be over 2 years old on phased schemes. Repeat surveys will therefore be required for Reserved Matters applications. A condition is recommended to secure this.
- 8.73. In light of the conclusions of the above assessments, the applicant has completed a Construction Mitigation Strategy and an Ecological Creation and Habitat Management Plan. The Construction Mitigation Strategy sets out a mitigation strategy for habitats and species during construction. This document should be conditioned to ensure the mitigation measures are undertaken during construction and the scheme does not have a harmful impact upon the existing ecology of the site. The Ecological Creation and Habitat Management Plan outlines proposals for habitat creation and enhancement and provides details on the continued management (aftercare) of ecological resources on the site. The key ecological resources of the site are the 'important' hedgerows (under the criteria of the Hedgerow Regulations 1997), the retained trees, the existing watercourses, the newly created parkland, ponds and surface water balancing lagoons. This management plan should be conditioned to ensure it is adhered to, to ensure the biodiversity of the site is enhanced.
- 8.74. The applicant has undertaken a Stage 1 Arboricultural Report for the site. There are a number of individual trees and groups of trees on the site. This scheme seeks to retain the majority of trees and hedgerow on site, with the exception of the removal of parts of the hedgerow for the access points into and within the development. As these are to be retained it is necessary that a Tree Protection Plan is submitted and agreed in writing prior to the commencement of development.
- 8.75. Leicestershire County Council (Ecology) has raised no objection to this application subject to a number of conditions including:
- Implementation of the water vole mitigation plan prior to construction
 - Built in accordance with of the ecological creation and habitat management plan and the construction mitigation strategy
 - Update assessments, and surveys, if necessary, for badger, great crested newts and water voles for each phase adjacent to a hedgerow or watercourse covering
 - Development in accordance with the illustrative layout
 - Landscape planning in informal and natural open space to be of locally native and common species only – can be secured through landscaping details so not necessary
 - Buffer zones of at least 5 metres of natural vegetation to be maintained alongside all retained hedgerows
 - SUDs to be designed to maximise benefit to wildlife
 - Light spill onto retained hedgerows and the brook corridor to be minimised to a value of 1lux or lower at the edge of the habitats
 - Provision of bat boxes on properties adjacent to wildlife corridors of hedgerow and watercourse
 - Removal of vegetation outside the bird nesting season
- 8.76. These conditions would ensure that mitigation measures are in place to protect the ecology of the site and provide biodiversity enhancements in several areas through the implementation of the Ecological Creation and Habitat Management Plan. Subject to the conditions and the mitigation measures identified the scheme would retain on site features and improve the biodiversity features on the site and is therefore in accordance with Policy DM6 of the SADMP.

Impact upon Heritage Assets

- 8.77. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires special regard to have the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses.
- 8.78. Policy DM11 states the Council will protect, conserve and enhance the historic environment, via careful management of development which impacts upon designated or non-designated heritage assets. Policy DM12 states that development affecting heritage assets and their settings will be expected to secure their continued protection or enhancement. Policy DM13 states that a proposal should include a desk-based assessment and field evaluation to detail the significance of any affected asset.

Built heritage assets

- 8.79. To the north east of the application site lies Wykin Hall Farmhouse, which is a Grade II listed building. Additionally to the west of the application site lies the Ashby Canal Conservation area.
- 8.80. The application forms two phases of a wider site and includes development to the north of this application site for further residential development, a retail store, a school and open space.
- 8.81. A Heritage Statement has been submitted with the application addressing the impact of the development upon these heritage assets. This document concludes that the proposed development will not detract from the significance of the listed building and will have no direct impact upon the canal and therefore will cause less than substantial harm which is outweighed by the public benefits provided by the scheme.
- 8.82. The most significant elements of the setting of Wykin Hall Farmhouse is the north paddock and tree-lined avenue and the formal planted gardens to the south. Due to the expansion of Hinckley and the construction of the A47 this has resulted in the listed building lying on the urban fringe of Hinckley, therefore its wider setting has been compromised. Additionally, to the south east of the house large agricultural buildings and a stockpile of logs, which have been present there for many years, detract from the setting of the listed building and reduce its 'open and visible' prominence in the countryside. A green buffer would remain between the application site and the listed building due to the retention of an agricultural field to the north and the provision of the playing field and allotments to the northern boundaries of the site from the wider application. It is therefore considered that this proposal would have less than substantial harm to the setting of the listed building, subject to the visual encroachment on views looking south and south west from the house to the site is mitigated through sensitive planting and detailed design through the reserved matters application(s). This proposal is identified to have many public benefits which include the significant provision towards housing for the area, provision of 20% affordable housing, associated infrastructure to provide for the development and contributions to mitigate the impacts of the development.
- 8.83. The quality of views looking towards Hinckley from the sections of the Ashby Canal closest to the scheme is varied and includes views of existing development, so this further proposed development is likely to have a limited visual impact and thus cause less than substantial harm to the setting of the Ashby Canal Conservation

Area. The allocation site may actually provide the chance to enhance to views into Hinckley from the Canal by providing sensitive planting and detailed design. It is therefore considered that this proposal would have less than substantial harm to the setting of the conservation area and the benefits of the proposal through the provision of housing, affordable housing, retail facility, school, play and open space including community playing fields and the potential to improve views into Hinckley and potentially enhance the setting would outweigh the harm.

Archaeological heritage assets

- 8.84. A desk-based assessment, geophysical and field-walking surveys as well as the trial trenching has been undertaken for the application site and the wider allocation site. These have provided a satisfactory assessment of the archaeological interest and indicated an need for targeted archaeological mitigation of a series of areas within the proposed outline and full development sites. The assessment of the site has demonstrated the presence of a Roman period occupation site and associated enclosure complex, apparently associated with an approximately east-west aligned trackway, an area of gullies and pits including the recovery of a Neolithic flint end-scraper and an third area of gullies and associated features, at present lacking close dating to the north west of the site.
- 8.85. Due to these findings, it is recommended that prior to the commencement of development the applicant makes arrangements for and implements an appropriate programme of archaeological investigation, comprising targeted area excavation of the affected archaeological remains.
- 8.86. Subject to a condition securing further archaeological work, it is concluded that the application will not have a detrimental impact upon designated or non-designated heritage assets in accordance with Policies DM11, 12 and 13 of the SADMP.

Impact upon Flood Risk

- 8.87. Policy DM7 of the SADMP requires adverse impacts from flooding to be prevented and that the development would not create or exacerbate flooding by being location away from areas of flood risk unless adequately mitigated in line with National Policy.
- 8.88. The applicant has submitted a Flood Risk Assessment (FRA), which covers the larger outline application site. The majority of the site is located in flood zone 1 (low less than 1 in 1,000 annual probability of flooding). An area of Flood Zone 2 (medium 1 in 100 to 1 in 1,000 annual probability of flooding) is located to the south of the site. The PPG states that all the uses proposed on site are suitable in these flood zones. In accordance with the sequential approach, built development is proposed in Flood Zone 1 only.
- 8.89. The nearest watercourses are the Ashby Canal 200m to the west and 300m to the south and Battling Brook 400m to the south. A ditch course enters the site through a culvert at the north-eastern corner of the site and flows through the site north to south and enters a culvert to the south of the site, which flows beneath the Triumph factory site and enters the Battling Brook. Smaller field drains join the ditch course as it flows through the site. The ditch course channel ranges from 3m to 6m in width and 0.8m to 1.5m in depth.
- 8.90. The FRA shows the site is not affected by tidal, reservoir, canal or groundwater flooding. An assessment of the flood risk from the ditch course was included in the

FRA. The results confirm the extent of Flood Zone 2 and so the built development has been located in Flood Zone 1. The FRA recommends that blockages of the culvert would increase flooding and so a maintenance regime and replacement of the security screen should be included in the Flood Risk Mitigation Strategy. This can be secured by condition and is recommended by the Environment Agency. The same low-lying area of land to the south of the site is also most susceptible to surface water flooding. This area of land is mostly proposed as open space.

- 8.91. The FRA includes a Flood Mitigation Strategy and a proposed surface water management strategy. These identify that for flood mitigation measures and sustainable drainage methods can be incorporated into the scheme. These are suggested strategies and are not final. A condition requiring details of surface water drainage schemes, based on sustainable drainage principles, to be submitted prior to the commencement of each phase is required. This approach is also suggested by the Environment Agency.
- 8.92. No objections have been received from LCC Drainage, as the Lead Local Flood Authority. The Environment Agency have no objections to the results of the FRA, subject to a condition requiring the development to be carried out in accordance with the FRA and other conditions discussed above. The scheme will not therefore create or exacerbate any flooding issues for the site or the wider area, subject to conditions, and is therefore in accordance with Policy DM17 of the SADMP and paragraph 100 of the NPPF.

Land Contamination and Pollution

- 8.93. Policy DM7 states that adverse impacts from pollution will be prevented, including water quality, light, noise and vibration, contamination and air quality.

Land contamination

- 8.94. The site is located within close proximity to a foot and mouth burial site and a former landfill site known as Wykin Park. Therefore a land contamination assessment is required for the site. It is therefore recommended that appropriate land contamination conditions are included to ensure adequate investigation is undertaken and appropriate mitigation measures are in place.
- 8.95. A gas assessment has been submitted by the applicant. However this does not include all details required to undertake a full assessment of land contamination. Therefore, a condition requiring the submission of a scheme for the monitoring of landfill gas on site and any mitigation required prior to the commencement of development is necessary.

Pollution

- 8.96. Due to the application site being adjacent to the A47 an air quality assessment and noise assessment is required to ensure the standards are acceptable for future residents.
- 8.97. An air quality assessment not been submitted and therefore a condition requiring this and any required mitigation is recommended.
- 8.98. A noise assessment has been submitted alongside the application. This report identified that the noise levels for dwellings immediately adjacent to Normandy Way may exceed the acceptable limits.

- 8.99. At the outline stage Environmental Health provided comments with regards to noise and stated *'The developer should ensure continued input from their noise consultant during detailed design....so that maximum protection from noise can be achieved....serious consideration should be given to putting roads along the Normandy Way boundary to provide a buffer between it and residential premises'*. The layout of the application includes a mixture of private drives and adopted roads, in accordance with the advice given by Environmental Health. Additionally the majority of the plots are positioned facing the A47 with the garden to the rear. The dwelling would act as a buffer and reduce noise within the rear garden. There are five plots which have a rear garden along the boundary with the internal road and Normandy Way, acoustic fences/walls at 2 metres are proposed along this boundary as mitigation measures.
- 8.100. Mitigation measures are proposed within the Noise Assessment and the Environmental Health service has reviewed the Noise Assessment and the proposed mitigation measures and considers the general principles to be acceptable. However, due to the amendments made to the layout, a request has been made to amend the noise assessment to take into account the revised layout plan submitted. The applicant is seeking to provide an updated Noise Assessment when it is finalised. Therefore a condition is required for a scheme to be submitted identifying all mitigation measure to be detailed for each property as necessary, prior to the commencement of development.
- 8.101. The parcel of land to the south, which forms part of this application, is adjacent to the Triumph Motorcycle factory. This area is an ecological/sustainable urban drainage area and will not include any residential dwellings. This will act as a buffer between the factory and residential development and will therefore not have an impact upon the amenity of future residents or have undue pressure to the existing factory.
- 8.102. To ensure the development does not result in unacceptable light pollution several conditions are recommended by the Environmental Health service to require the developer to submit details of lighting, other than street lighting, for approval and limit the illumination of any illuminated signage within the development. These conditions are considered to be reasonable and necessary to avoid light pollution to the wide area.
- 8.103. It is therefore considered that, subject to the recommended conditions, the proposed development would not create an adverse impact upon pollution and is in accordance with Policy DM7 of the SADMP.

Play and Open Space Provision

- 8.104. Core Strategy Policy 1 states that new development should address the existing deficiencies in the quality, quantity and accessibility of green space and play provision. New green space should meet the standards in policy 19. Policy 19 sets out the standards to be used to determine what improvements are required to existing facilities, and what new provision is required for new development. Additionally Policy SA2 of the SADMP requires the allocation to meet the provisions within Policy 19.
- 8.105. The outline application for the wider site identifies the following play and open space provision will be provided, which is in excess of the requirements of Policy 19 of the Core Strategy. :

- Central Park – c.2.11ha
 - Sports Pitches - up to 3.28ha
 - Allotments – c.0.5ha
 - Children' play areas – 0.31ha
 - Natural and semi-natural green space – maximum of 9.13ha
 - Drainage ponds and other SUDs features – c.2.15ha
- 8.106. Using the standards outlined in Core Strategy Policy 19 the following quantity of open space is required (this is calculated using average dwelling size of 2.4 people per dwelling resulting in the population of the scheme being 624 people):
- Equipped children's play space – 0.094 ha
 - Casual/informal play space – 0.43 ha
 - Outdoor sports provision – 0.99 ha
 - Accessible natural green space – 1.25 ha
- 8.107. The application site provides the following play and open space:
- Equipped children's play space – 0.23 ha
 - Casual/informal play space – 1.45 ha
 - Outdoor sports provision – 0 ha
 - Accessible natural green space – 0.397 ha
- 8.108. Whilst there is an under provision of outdoor sports and accessible natural green space this is being accommodated within further phases of the wider site in accordance with the provisions set above. It is therefore considered that the application in the context with the outline application will provide an acceptable level of provision for play and open space in accordance with Policy 19 of the Core Strategy.

Sustainable Design and Technology

- 8.109. Policy 24 of the Core Strategy requires all developments to meet the Code for Sustainable Homes standard. However, this standard has now been removed. This policy, together with the recently adopted Policy DM10 of the SADMP seek to reduce the impact on climate change through sustainable design and the council seeks to achieve the most sustainable development possible, taking into account energy efficiency, design and orientation, and other measures which contribute towards sustainable development.
- 8.110. The sustainability principles set through the outline application are identified as:
- Mixed use development will create a sustainable community and will reduce the need to travel by motorcar and
 - Pedestrian and cycle routes are an integral part of the proposal and further enhancements will provide good connections with Hinckley
 - Public transport links will provide connections to Hinckley town centres and the railway station
 - Existing landscape features are to be retained on site and new habitats will be created on site
 - Sustainable urban drainage will be implemented on site

- Sustainable construction methods and energy efficiency measures will be incorporated
- 8.111. The layout of the proposal incorporates sustainable design principles including plot orientation, house type mix and adaptability, provision for refuse storage, recycling, appropriate parking and material specification. Additionally a fabric first approach will be used on the development which will reduce each dwelling inherent energy demand by reducing the U values of mass or thermal elements to exceed minimum standards and designing their dwellings to reduce the effects of thermal bridging and address building air tightness. They also install water saving appliances to aid water efficiency, highly efficient gas condensing boilers to reduce fuel costs, and gas savers and waste water heat recovery systems to reduce carbon emissions. A condition detailing these provisions will be required to ensure the development incorporates sustainable methods to contribute towards the reduction in climate change.
- 8.112. Given the above context, the development will be able to incorporate sustainable design methods to reduce the impact of the development upon climate change and is therefore in accordance with Policy 24 of the Core Strategy, Policy DM10 of the SADMP and paragraph 96 of the NPPF.

Affordable Housing

- 8.113. Policy 15 of the Core Strategy seeks to secure 20% on site affordable housing in urban areas (including Hinckley) with a mix of 75% social rented and 25% intermediate housing. At full council 19 June 2012 the principle of accepting affordable rent rather than social rent was accepted.
- 8.114. The proposal includes 20% affordable housing with a mix of 21% intermediate units and 79% affordable rented units. Whilst this mix is changes from the 25%/75% split requirement, following discussions with the affordable housing officer and identification of local need this minor divergence is considered acceptable.

Developer Contributions (Section 106 obligations)

- 8.115. Policy DM3 identifies that where development will create a need to provide additional or improved infrastructure, amenities or facilities, developers will be expected to make such provision directly or indirectly through the appropriate funding mechanism.
- 8.116. Regulation 122 of the CIL Regulations 2010 provides that a planning obligation (ie in essence a developer contribution) may only constitute a reason for granting planning permission for the development if the obligation is;
- a) Necessary to make the development acceptable in planning terms, and
 - b) Directly related to the development, and
 - c) Fairly and reasonably related in scale and kind to the development

Highways

- 8.117. An assessment of the scheme upon the highway network is identified above. Several mitigation measures are proposed to alleviate the impact of this development on the highway network.

- 8.118. The application forms part of the wider allocation site and the contributions requested will be proportionate to that scheme. The final figures are still in discussions with Leicestershire County Council. The contributions will be towards off-site junction improvements at Ashby Road/Normandy Way, Widening of the A47 Dodwells Road approach to the roundabout, improvements to cycling and walking infrastructure, public rights of way improvements, speed limit changes, travel packs and bus passes, travel plan, new bus service.
- 8.119. These mitigation measures have been determined through undertaking a modelling exercise and Transport Assessment and are considered to be reasonable and necessary to ensure the development is acceptable.

Education

- 8.120. An assessment of the developments impact upon the local education provisions have been provided by Leicestershire County Council. These have been broken down into Primary, Secondary and Special School Requirements.
- 8.121. As the site forms part of the wider allocation site the contributions towards education have been calculated for the site as a whole. This has identified that a new 210 place primary school is required and contributions have been requested for this alongside contributions towards secondary education and special schools. Due to this the contributions requested towards this development have been calculated proportionally to the overall requested contributions for the outline application (15/00188/OUT). The contributions are therefore:
- Primary School: £3,315,000
 - Secondary School: £506,764.09
 - Special Schools: £85,322.05
- 8.122. The contributions are considered to be necessary, directly related and fairly and reasonably related in scale and kind to the development proposed and should be secured by a Section 106 agreement.

Health

- 8.123. Assessment of the impact of the development upon the health service in the area has been assessed by the NHS. A proportionate contribution will therefore be required. It is identified that the development could have an estimated population of 624 residents (using the Census average household size of 2.4 people per dwelling). This would result in the need 16.55 additional patient appointment hours per week for a consulting room and 4.4 hours additional patient appointment hours per week for a treatment room. The closest GP Practice is located at Hollycroft Medical Centre. This centre has experience continual growth of patient numbers which is currently impacting upon the capacity within the existing premises. To provide a comprehensive medical service to the proposed residents of this scheme and the wider allocated site an extension to Hollycroft Medical Centre would be needed to provide a larger waiting room, more clinical space, a larger reception, administration and record storage space and more car parking. An assessment of the building has been undertaken and plans have been drawn up which shows that the building can be extended by approximately 352 square metres. The cost for providing this has been calculated on a per square metre basis by quantity surveyors which are experienced in health care projects. The requested contribution

is £469,489.68 for the outline application and a proportionate amount will be required and confirmation of this final figure is with the NHS and will be provided to committee through a late item.

- 8.124. The contributions are considered to be necessary, directly related and fairly and reasonably related in scale and kind to the development proposed and should be secured by a Section 106 agreement.

Police

- 8.125. An assessment upon the impact of the development upon the Police has been undertaken by Leicestershire Police. It is assessed that the development would generate the need to employ 5.3 additional members of staff and to support this the following contributions are requested:

- Start up equipment - £8,818
- Vehicles - £5,317
- Additional radio call capacity - £510
- Policy database capacity - £267
- Additional call handling - £587
- ANPR (number plate recognition) CCTV cameras - £2,414
- Mobile CCTV - £429
- Additional premises - £58,674 (based on 14sqm per member of staff at a build cost of £2794 per square metre)
- Hub equipment - £486

- 8.126. Therefore a total figure of £77,502 is requested for the Police to mitigate the impacts of the new development.

- 8.127. The development would have an impact upon the Police infrastructure and the above contributions are considered to be necessary, directly related and fairly and reasonably related in scale and kind to the development proposed and should be secured by a Section 106 agreement.

Green Space and Play Provision

- 8.128. The required green space and play provision will be provided on site in accordance with Policy 19 of the Core Strategy. If these green spaces and play provisions are adopted by the council at a later date a maintenance sum covering the costs for a 20 year period for equipped play space and informal play space and a 10 year period for formal open space will be required. The contributions will be outlined on a per square metre basis, due to exact details of the play and open space provision being finalised by condition. The contributions for play and open space will be as follows:

- Formal (Sports Pitches and Parks) - £6.60 per square metre
- Equipped (Play Areas) - £141.40 per square metre
- Informal (Semi Natural Green Space including Sustainable Urban Drainage Systems) - £10.60 per square metre

- 8.129. These contributions would be to ensure the maintenance of the green space and play provision on site and are considered to be necessary, directly related and fairly

and reasonably related in scale and kind to the development proposed and should be secured by a Section 106 agreement.

Library

- 8.130. The impact of the development upon libraries has been assessed by Leicestershire County Council.
- 8.131. The proposed development is within 2.2 km of Hinckley Library on Lancaster Rd being the nearest local library facility which would serve the development site. The library has an active borrower base of 9,289 people. However post code analysis demonstrates that Hinckley Library attracts usage from a much wider catchment of 46,374 people through additional borrowers who live outside the settlement area but come into Hinckley for work, shopping or leisure reasons. It is considered that the development would generate an additional 354 plus users, which would require an additional 852 items of lending stock plus reference, audio visual and homework support material to mitigate the impacts of the proposed development on the local library service. The contribution requested is £7,410 based upon:
- 1 bedroom - £15.09 per dwelling
 - 2+ bedroom - £30.18 per dwelling
- 8.132. The contributions are considered to be necessary, directly related and fairly and reasonably related in scale and kind to the development proposed and should be secured by a Section 106 agreement.

Civic Amenity

- 8.133. The impact of the development upon the Civic Amenity infrastructure has been assessed by Leicestershire County Council.
- 8.134. The nearest Civic Amenity Site to the proposed development is located at Barwell and residents of the proposed development are likely to use this site. Each household in Leicestershire in 2012/13 delivered on average approximately 0.276 tonnes of municipal waste to a Civic Amenity Site. On this basis the proposed development of 260 dwellings would generate over 71 tonnes of additional Civic Amenity waste at the Barwell Civic Amenity Site. The proposed development would place additional demand on the Barwell Civic Amenity Site and the request for the Civic Amenity developer contribution would meet the demands placed on the site as a result of the proposed development. Civic Amenity Site at Barwell accepted approximately 7,874 tonnes per annum. Government legislation is focused on maximising the diversion of waste from landfill and the County Council must have appropriate containers and/or storage areas to deal with the different types of waste. Due to the complex nature of the waste received at the Civic Amenity Site it will become increasingly difficult over time to maintain performance and a good level of service at peak times, particular with an increased demand placed on it due to this development.
- 8.135. A contribution of £12,878 is requested which has been calculated based on 260 units multiplied by the current rate for the Barwell Civic Amenity Site of £49.53 (subject to Indexation and reviewed on at least an annual basis) per dwelling/unit. (rounded up to the nearest pound).

8.136. The developer contribution would be used at the Barwell Civic Amenity Site. This is expected to increase the capacity of the Civic Amenity Site at Barwell by providing space for additional waste containers.

8.137. It is considered fair and reasonable in scale and kind to the proposed scale of development and is in accordance with the thresholds identified in the adopted policies and to meet the

Town Centre Improvements

8.138. Town centre improvements will be required in accordance with Policy 1 and 5 of the Core Strategy. These contributions are currently being negotiated.

9. Equality Implications

9.1 Section 149 of the Equalities 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. There are no known equality implications arising directly from this development

10. Conclusion

10.1. This application is a full application for phases 1 and 2 of the allocated site SA2 in the SADMP. The proposed development of these early phases of the site is in accordance with the provisions of the allocation and the principles established in the outline application for the wider Hinckley West site. It is considered with mitigation that the proposal would not have a detrimental impact upon the highway network, existing heritage assets, ecology, neighbouring residential amenity, flood risk, land contamination and pollution. The proposal is in accordance with Local Plan Policies and is therefore recommended for approval.

11. Recommendation

11.1. **Grant planning permission** subject to:

- The prior completion of a S106 agreement to secure the following obligations:
 - Highways- figure to be agreed
 - Education - Primary £3,315,000
 - Secondary £506,764.09
 - Special (SEN) - £85,322.05
 - Health – figure to be agreed
 - Civic Amenity - £12,878
 - Libraries – £7,410
 - Police - £77,502

- Play and Open Space – on site provision with maintenance contribution based on a square metre figure
 - Town Centre Improvements – figure to be agreed
 - Affordable Housing – 20% on site and local connections
- Planning conditions outlined at the end of this report.
- 11.2. That the Chief Planning and Development Officer be given delegated powers to determine the final detail of planning conditions.
- 11.3. That the Chief Planning and Development Officer be given delegated powers to determine the terms of the S106 agreement including trigger points, financial contributions 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 19 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans and documents:

Site Layout Dwg No MI100-SL-001Z – received 2 August 2016
 Primary Street House Types Pack – received 1 July 2016
 Green Edge House Types Pack – received 1 July 2016
 Side Street House Types Pack – received 1 July 2016
 Parkland Edge House Types Pack – received 1 July 2016
 Affordable Housing Tenure Layout Rev U dwg no MI100-SL-002C – received 1 July 2016
 Single garage Dwg No MI100-PD-750 – received 1 July 2016
 Single garage Dwg No MI100-PD-751 – received 1 July 2016
 Double garage Dwg No MI100-PD-753 – received 1 July 2016
 Double garage Dwg No MI100-PD-752 – received 1 July 2016
 Boundary Treatment Plan Dwg No MI100-MOE-001C – received 2 August 2016
 Boundary details Dwg No MI100-PD-300 – received 1 August 2016

And all superseding plans received by the Local Planning Authority by the 15 August 2016.

Reason: To ensure a satisfactory appearance and impact of the development to accord with Policies DM1 and DM10 of the adopted Site Allocations and Development Management Policies DPD.

3. No development shall take place, until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall set out the overall strategies for:
- a) The means of access and routing for demolition/ ground work and construction traffic

- b) The parking of vehicles of site operatives and visitors
- c) Loading and unloading of plant and materials
- d) Storage of plant and materials used in constructing the development
- e) Location of Contractor compound(s)
- f) Wheel washing facilities
- g) Management of surface water run-off including details of any temporary localised flooding management system and a scheme to treat and remove suspended solids from surface water run-off during construction
- h) Temporary highway works
- i) Prevention of impact to existing and proposed residents from dust, odour, noise, smoke, light and land contamination during construction
- j) Details of how the above will be monitored and a procedure for the investigation of complaints.

The approved CEMP shall be adhered to throughout the construction period for that phase of development to which it relates.

Reason: To ensure appropriate mitigation for the impacts caused by the construction phases of the development and to reflect the scale and nature of development in accordance Policy DM10 of the Site Allocations and Development Management Policies Development Plan Document.

4. A Residential Travel Plan, in accordance with the Framework Travel Plan, shall be submitted to and agreed in writing by the LPA. The measures approved shall thereafter be provided.

Reason: To ensure that adequate steps are taken to achieve and maintain reduced travel, traffic and parking impacts and to provide and promote use of more sustainable transport choices to and from the site in order to relieve traffic and parking congestion, promote safety, improve air quality or increase accessibility in accord with Policy DM17 of the Site Allocations and Development Management Policies Development Plan Document.

5. The site roundabout access and works to the A47 shall be provided in general accordance with the details shown on drawings 14470/010 and 14470/011, and shall be completed and available for use as public highway prior to occupation of the first dwelling.

Reason: To ensure an acceptable layout in the interests of highway safety in accordance with Policy DM17 of the Site Allocations and Development Management Policies Development Plan Document.

6. The Phase 1 highways works shall be provided in accordance with drawing nos 15133-800 and 15133-803 (received 27 April 2016) shall be completed and available for use as a public highway prior to the occupation of the first dwelling.

Reason: To ensure an acceptable layout in the interests of highway safety in accordance with Policy DM10 of the Site Allocations and Development Management Policies Development Plan Document.

7. The Phase 2 highway works shall be provided in accordance with drawing nos. 15133-800, 15133-801, 15133-802 and 15133-804 (received 27 April 2016) shall be completed and available for use as a public highway prior to the occupation of the 250th dwelling.

Reason: To mitigate the impact of traffic associated with the development proposal and in the interests of highway safety in accordance Policy DM17 of the Site Allocations and Development Management Policies Development Plan Document.

8. Notwithstanding the details in the submitted Framework Travel Plan and Transport Assessment a Public Transport Strategy shall be submitted to and approved in writing by the Local Planning Authority to include full details of the proposed destinations, routes, days and hours of operation, frequency and duration of provision of daily bus service(s) to serve the development and arrangements for the periodic review of the above, prior to occupation of the first dwelling. The bus service(s) shall be provided thereafter by the developer in accordance with the approved Strategy.

Reason: To ensure high quality frequent public transport choice for all new residents from early occupation in order to encourage modal shift in accordance with Policy DM10 of the Site Allocations and Development Management Policies Development Plan Document.

9. No development shall commence, in any phase, unless and until such time as the existing and proposed ground levels of the site, and proposed finished floor levels have been submitted to and agreed in writing by the local planning authority. The development shall then be implemented in accordance with approved details.

Reason: To ensure a high quality of design in accordance with Policy DM10 of the Site Allocations and Development Management Policies Development Plan Document.

10. No development shall commence unless and until such time as representative samples of the types and colours of materials to be used on the external elevations of the proposed dwellings have been deposited with and approved in writing by the local planning authority. The development shall be implemented in accordance with those approved materials.

Reason: To ensure that the development has a satisfactory external appearance to accord with Policy DM10 of the Site Allocations and Development Management Policies Development Plan Document.

11. No development shall commence on site until the implementation of the Water Vole mitigation has been implemented outlined in the Water Vole Habitat Strategy Plan Dwg No. DE155_006.

Reason: To ensure the identified mitigation measures are implemented and the development does not have a detrimental impact upon protected species in accordance with DM6 of the Site Allocations and Development Management Policies.

12. A Buffer zones of at least 5 metres of natural vegetation shall be maintained alongside all retained hedgerows on site. No buildings shall be erected in these areas.

Reason: To ensure the identified mitigation measures are implemented and the development does not have a detrimental impact upon protected species

in accordance with DM6 of the Site Allocations and Development Management Policies.

13. Any light spill onto retained hedgerows and the brook corridor shall be minimised to a value of 1lux or lower at the edge of the habitats, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the ecological and biodiversity interests of the site in accordance with DM6 of the Site Allocations and Development Management Policies.

14. No development shall commence unless and until such time as a scheme identifying the provision of bat boxes on properties adjacent to wildlife corridors of hedgerow and watercourse for that phase is submitted to and agreed in writing by the local planning authority. The development shall be carried out in accordance with the approved scheme.

Reason: In the interests of biodiversity and mitigation measures across the site in accordance with DM6 of the Site Allocations and Development Management Policies.

15. No vegetation shall be removed on site during the bird nesting season (1 March – 31 July inclusive).

Reason: To ensure the development does not have a detrimental impact upon nesting birds in accordance with DM6 of the Site Allocations and Development Management Policies.

16. No development shall commence, in any phase which is adjacent to a hedgerow or watercourse, unless and until such time as re-surveys or reassessments for badger, great crested newts and water voles are submitted to and agreed in writing by the local planning authority. The development shall be carried out in accordance with the approved survey/assessments and any identified mitigation measures.

Reason: To ensure the impact upon protected species on site are identified and mitigated accordingly in accordance with DM6 of the Site Allocations and Development Management Policies.

17. No development shall commence until a programme of archaeological work including a Written Scheme of Investigation has been submitted to and approved in writing by the local planning authority for that phase. The scheme shall include an assessment of significance and research questions; and:

- The programme and methodology of site investigation and recording, including provision for community engagement (excavation, site visit/access)
- The programme for post-investigation assessment
- Provision to be made for analysis of the site investigation and recording

- Provision to be made for publication and dissemination of the analysis and records of the site investigation, including local community presentation
- Provision to be made for archive deposition of the analysis and records of the site investigation
- Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

No development shall take place other than in accordance with the approved Written Scheme of Investigation.

Reason: To ensure satisfactory archaeological investigation and recording in accordance with Policy DM11 of the Site Allocations and Development Management Policies Development Plan Document.

18. The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under the immediately preceding condition above and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: To ensure satisfactory archaeological investigation and recording in accordance with Policy DM11 of the Site Allocations and Development Management Policies Development Plan Document.

19. The development of each phase permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) dated February 2015, ref: 30667/4001 and the following mitigation measures detailed within the FRA:

1. No development within the 100 year (Flood Zone 3) floodplain outline established by the FRA. Sequentially set out development within the 100 year (Flood Zone 2) floodplain established by the FRA - Sections 4.2.10, 5.1.1 and 5.2.1, Figure 4.2 and Appendix D.
2. Minimum 6m corridor from top of bank (clear of structures) along the existing on site retained main watercourses - Sections 5.1.1 and 5.3.3, and Appendix E.
3. Finished floor levels are set no lower than 600mm above the 100 year plus 20% (for climate change) flood level applicable to each Phase of the development, to Ordnance Datum (AOD) - Section 5.1.1.
4. Watercourse crossings are designed as clear spanning structures/or an equivalent (where provided by culvert) in accordance with CIRIA C689, and in consultation with Leicestershire County Council as the Lead Local Flood Authority.

The mitigation measure/s shall be fully implemented prior to occupation of each development phase and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other

period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To reduce the risk of flooding to the proposed development and future occupants in accordance with Policy DM7 of the Site Allocations and Development Management Policies Development Plan Document.

20. No development of each Phase shall take place until the detailed design of a surface water drainage scheme and a foul drainage scheme for that Phase, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage scheme information should demonstrate the surface water run-off generated up to and including the 100 year plus 30% (for climate change) critical rain storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: To prevent the increased risk of flooding, both on and off site in accordance with Policy DM7 of the Site Allocations and Development Management Policies Development Plan Document.

21. No development shall commence unless and until such time as a scheme that makes provision for waste and recycling storage and collection for that phase has been submitted to and approved in writing to the Local Planning Authority. The details should address accessibility to storage facilities and adequate collection point space at the adopted highway boundary.

Reason: To ensure adequate storage facilities for the development in the interests of visual amenity and good design, in accordance with Policy DM10 of the Site Allocations and Development Management Policies Development Plan Document.

22. No waste materials shall be burnt on the site at any time during any construction phase.

Reason: In the interests of residential amenity and highway safety in accordance with Policy DM10 and DM17 of the Site Allocations and Development Management Policies Development Plan Document.

23. Construction shall be limited to the following hours;

Monday - Friday 08:00 - 18:00

Saturday 09:00 - 13:00

No working on Sundays and Bank Holidays

Reason: In the interests of neighbouring residential amenity in accordance with Policy DM10 of the Site Allocations and Development Management Policies Development Plan Document.

23. No development shall commence unless and until such time as a scheme for the investigation of any potential land contamination on that phase has been submitted to and agreed in writing by the Local Planning Authority which shall include details of how any contamination shall be dealt with. The approved

scheme shall be implemented in accordance with the agreed details and any remediation works so approved shall be carried out prior to the site first being occupied.

Reason: To protect future users of the land from land contamination in accordance with Policy DM7 of the Site Allocations and Development Management Policies Development Plan Document.

24. 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 protect future users of the land from land contamination in accordance with Policy DM7 of the Site Allocations and Development Management Policies Development Plan Document.

25. No development shall commence unless and until such time as a scheme for the monitoring of landfill gas for that phase has been submitted to and agreed in writing by the Local Planning Authority which shall include details of how any landfill gas shall be dealt with. The approved scheme shall be implemented in accordance with the agreed details and any remediation works so approved shall be carried out prior to the site first being occupied.

Reason: To protect future users of the land from contamination in accordance with Policy DM7 of the Site Allocations and Development Management Policies Development Plan Document.

26. No development shall commence unless and until such time as an Air Quality Assessment has been submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented in accordance with any mitigation measures identified.

Reason: To ensure that the proposed development does not have a detrimental impact upon air quality of the area in accordance with Policy DM7 of the Site Allocations and Development Management Policies Development Plan Document.

27. Notwithstanding the details submitted, no development shall commence unless and until such time as an update Noise Assessment which includes a noise mitigation scheme for protecting the proposed dwellings from noise associated with the A47 has been submitted to and approved by the Local Planning Authority; and all works which form part of the scheme shall be completed before any of the permitted dwellings are first occupied.

Reason: To ensure appropriate mitigation measures are in place to protect future residents from noise pollution in accordance with Policy DM7 of the Site Allocations and Development Management Policies Development Plan Document.

28. No development shall commence unless and until such time as details of any external lighting of the development other than street lighting is submitted to,

and approved in writing by, the Local Planning Authority. This information shall include a layout plan with beam orientation and a schedule of equipment proposed in the design (luminaire type, mounting height, aiming angles and luminaire profiles). The lighting shall be installed, maintained and operated in accordance with the approved details unless the Local Planning Authority gives its written consent to the variation.

Reason: To ensure appropriate mitigation measures are in place to protect existing and future residents from light pollution in accordance with Policy DM7 of the Site Allocations and Development Management Policies Development Plan Document.

29. The intensity of the illumination of any illuminated sign forming part of the development shall be within that recommended by the Institution of Lighting Engineers in their Technical Report Number 5 (3rd Edition) for a sign within zone E2.

Reason: To ensure appropriate mitigation measures are in place to protect existing and future residents from light pollution in accordance with Policy DM7 of the Site Allocations and Development Management Policies Development Plan Document.

30. Upon completion of the development, a statement of a suitably qualified contractor shall be submitted stating that any lighting installation to which the above condition applies is fully compliant with the Institution of Lighting Engineers Technical Report Number 5 (3rd Edition) for a sign within zone E2.

Reason: To ensure appropriate mitigation measures are in place to protect existing and future residents from light pollution in accordance with emerging Policy DM7 of the Site Allocations and Development Management Policies Development Plan Document.

31. Notwithstanding the submitted plans no development shall commence until full details of hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and the works shall be implemented in accordance with the approved details. These details shall include:-

- a) Planting plans
- b) Tree/hedge retention plan
- c) Layout and design of central park
- d) Written specifications
- e) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate
- f) Maintenance schedule
- g) Implementation programme
- h) Areas to be grassed
- i) Treatment of hard surfaced areas (including the footpaths throughout the development)
- j) Landscape management plans

Reason: In the interests of visual amenity and to ensure that the proposed development contributes to the preservation and enhancement of the local character, distinctiveness and biodiversity importance within the site to accord

with Policies DM10 and DM6 of the Site Allocations and Development Management Policies Development Plan Document.

32. The approved soft and hard landscaping scheme shall be carried out in accordance with the approved details. 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 at which time shall be specified in writing by the Local Planning Authority.

Reason: In the interests of visual amenity, to accord with Policy DM10 and DM6 of the Site Allocations and Development Management Policies Development Plan Document.

33. No development shall commence until existing trees, identified to be retained in the approved landscaping scheme, have been protected by the erection of temporary protective fences in accordance with BS5837:2012 and are of a height, size and in positions which shall previously have been agreed, in writing, with the local planning authority. The protective fences shall be retained throughout the duration of building and engineering works in the vicinity of the trees to be protected.

Reason: To ensure that existing trees are not damaged during construction and that soil bulk density will not be increased and be detrimental to long-term tree health to accord with DM6 of the Site Allocations and Development Management Policies Development Plan Document

34. No development shall commence until details of the sustainable design principles for the development, outlined in the submitted Design and Access Statement dated March 2016, have been submitted to and approved in writing by the local planning authority. The development shall be completed in accordance with the approved details.

Reason: To ensure that the development incorporates sustainable design and construction techniques in accordance with Policy 24 of the Core Strategy and Policy DM10 of the Site Allocations and Development Management Policies Development Plan Document.