

Planning Committee 8 November 2016  
Report of the Chief Planning and Development Officer



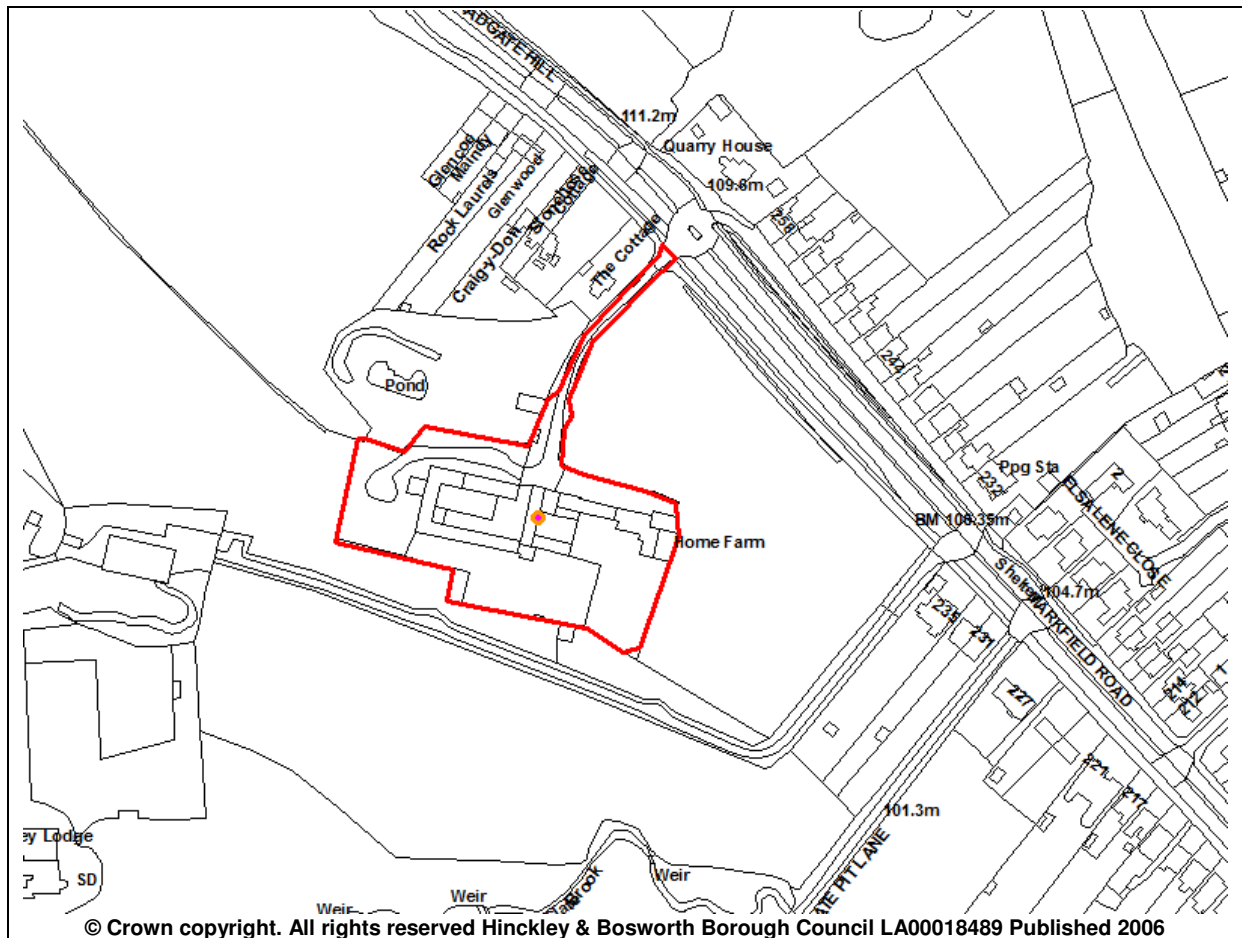
Hinckley & Bosworth  
Borough Council

*A Borough to be proud of*

Planning Ref: 15/00743/FUL  
Applicant: Miss J Chapman  
Ward: Groby

Site: Home Farm Markfield Road Groby

Proposal: Conversion of agricultural buildings to 3 dwellings and extensions  
and alterations to 2 existing dwellings



## 1. Recommendations

### 1.1. Grant planning permission subject to:

- Planning conditions outlined at the end of this report.

### 1.2. That the Chief Planning and Development Officer be given powers to determine the final detail of planning conditions.

## 2. Planning Application Description

### 2.1. The proposed application is for the conversion of agricultural buildings to three dwellings and alterations to two existing dwellings.

### 2.2. Both the existing and proposed dwellings would use an existing access from the A50 (Markfield Road).

- 2.3. There is an existing farm use on the site and the farm use would cease as a result of this application with all agricultural movements stopping.
- 2.4. The alterations to the existing dwellings are a new double garage and link canopy to the existing farmhouse (plot 1). A new porch and orangery extension is also proposed to the farmhouse. The alterations to the other existing dwelling would involve a 5.68 metre extension to the first floor. There would be alterations to windows and entrances on both existing dwellings.
- 2.5. The existing outbuildings are to be converted with one large farm building located in the centre of the courtyard to be demolished. The outbuildings are to provide, three dwellings, two ancillary buildings and car ports for plots 2, 3 and 5 and garaging for plot 4. All vehicular and pedestrian movement would be on the internal courtyards with private gardens to all plots located to the rear of the site with the exception of plot 5's garden which would be to the front of the site.
- 2.6. There would be new post and rail and hedge planting to the boundary of the gardens with estate railing to the front driveway. Amended plans were received addressing officer concerns which resulted in the removal of a separate entrance driveway to plot 1. As a result, all traffic would use the existing driveway with the existing access to be improved and upgraded.

### **3. Description of the Site and Surrounding Area**

- 3.1. The site is situated outside, to the west of the settlement boundary of Bradgate Hill.
- 3.2. The site contains two dwellings, of which one is the traditional farm house. To the west of the farm house is a traditional farmyard with a number of stone barns. These barns are constructed from Bradgate Stone and are attractive buildings but have fallen into poor condition as they are no longer in use.
- 3.3. The buildings are visible from the A50 and are an attractive feature, albeit that the buildings are in need of repair.
- 3.4. The boundary of the site with the A50 includes significant trees which add to the rural character of the area.

### **4. Relevant Planning History**

09/00654/FUL	Conversion of existing barns into 6 no. dwellings	Withdrawn	06.11.2009
09/00655/FUL	Erection of two dwellings with associated garaging and alterations to access	Withdrawn	06.11.2009

### **5. Publicity**

- 5.1. The application has been publicised by sending out letters to local residents. A site notice was also posted within the vicinity of the site and a notice was displayed in the local press.
- 5.2. Neighbour contributions from two addresses raising the following concerns:
- 1) Driveway is shared by another property
  - 2) Narrow entrance road
  - 3) Placing of asbestos
  - 4) Highway Safety including use of the gap in the central reservation

5.3. One letter of support raising the following points:

- 1) Conversion would be visually beneficial

## **6. Consultation**

6.1. LCC Highways has recommended refusal for the following reasons:

- 1) Residual cumulative impact on highway safety which would be demonstrably severe in accordance with Paragraph 32 of the NPPF
- 2) Significant increase in turning traffic using an access onto a busy, restricted road where speeds are in excess of 40mph

6.2. No objection have been received from the following:

LCC Ecology  
Severn Trent Water  
HBBC Drainage

6.3. No objection subject to conditions have been received from the following:

HBBC Environmental Health (Pollution)  
HBBC Waste  
LCC Archaeology

6.4. Environment Agency has no comment to make as it's a low risk area.

6.5. Groby Village Society has no objections subject to highways approval and use of appropriate materials.

6.6. LCC Rights of Way have no comments to make.

6.7. LCC Drainage has objections due to the lack of a Flood Risk Assessment.

## **7. Policy**

7.1. Core Strategy (2009)

- Policy 13: Rural Hamlets
- Policy 15: Affordable Housing
- Policy 19: Green Space and Play Provision

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

- Policy DM1: Presumption in Favour of Sustainable Development
- Policy DM3: Infrastructure and Delivery
- Policy DM4: Safeguarding the Countryside and Settlement Separation
- 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 DM15: Redundant Rural Buildings
- Policy DM17: Highway Safety
- Policy DM18: Vehicle Parking Standards

### 7.3. National Planning Policies and Guidance

- National Planning Policy Framework (NPPF) (2012)
- Planning Practice Guidance (PPG)

## 8. Appraisal

### 8.1. Key Issues

- Assessment against strategic planning policies
- Impact upon the character of the area
- Impact upon the highway
- Impact upon neighbouring residential amenity
- Ecology
- Archaeology
- Environmental Health
- Drainage
- Land Contamination
- Other Issues

#### Assessment against strategic planning policies

- 8.2. Paragraphs 11-13 of the National Planning Policy Framework (NPPF) state that the development plan is the starting point for decision making. The NPPF is a material consideration in determining applications. The development plan in this instance consists of the Site Allocations and Development Management Policies (SADMP) DPD (2016) and the Core Strategy (2009).
- 8.3. Policy DM1 of the adopted SADMP and paragraph 14 of the NPPF provide a presumption in favour of sustainable development with planning application that accord with the policies in the Local Plan should be approved unless material considerations indicate otherwise. Paragraph 7 of the NPPF states that sustainable development has three interacting dimensions:- the social, economic and environmental roles.
- 8.4. The site is located outside the settlement boundary of Bradgate Hill. Although the site is located outside the settlement boundary, the proposal would be situated in close proximity to the existing settlement with properties located to the north and to the east of the application site. The site is located within a reasonable distance to Bradgate Hill and the associated range of services and facilities. The proposal would contribute in a small way to the social role by providing additional housing and to the economic role through its redevelopment and future ongoing occupation. The proposal would also contribute to the environmental role through the redevelopment of disused, vacant and run down outbuildings which are in connection with the agricultural aspect of Home Farm. The buildings are to be converted and brought back into use which would provide benefits to the environmental aspect, providing high quality dwellings that would preserve and enhance the built environment.
- 8.5. Policy DM4 of the SADMP provides circumstances in which development would be appropriate within the countryside, such as a proposal which does not impact upon the intrinsic value of the open character of the countryside. In the first instance, the countryside will be safeguarded from unsustainable development to protect its intrinsic value, beauty, open and landscape character. The proposal is assessed against Policy DM4 in the following section.

- 8.6. Therefore the proposal is considered to be in accordance with Policies DM1 of the SADMP together with paragraph 14 of the NPPF and is therefore acceptable in principle, subject to all other planning matters being appropriately addressed.

Impact upon the character of the area

- 8.7. Policy DM10 of the SADMP requires new development to complement or enhance the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features. This is essentially echoed by Policy DM4 of the SADMP. It is contended that the development proposed by this application would meet the aims and requirements of the above for the reasons given below.
- 8.8. The proposal would involve the demolition of one large redundant agricultural building located in the centre of the site with all other buildings being retained and converted to residential units. Amended plans were received altering the details of the proposal including alterations to all buildings in order to retain important features and to retain the existing openings as much as possible. The proposal would result in the introduction of roof lights to the existing agricultural buildings with formal landscaping to the internal courtyard. The existing buildings are currently run down with the proposal converting and utilising the existing siting of the buildings with no increase of the footprint of the outbuildings.
- 8.9. Home Farm is visible and set down from Markfield Road with the buildings set back from the adjacent properties. The site is situated in between the residential properties to the north and the residential properties to the east. The conversion of the buildings would result in a reuse of the vacant buildings and would visually improve the appearance of Home Farm from Markfield Road. A new garage would be located to the front of the existing farmhouse but this would not impact upon the character of the existing property or the conversion of the buildings.
- 8.10. Subject to the use of appropriate external materials that could be controlled by a condition, the proposed scheme would complement the density, character and appearance of Home Farm, the existing buildings and the nearby residential properties.
- 8.11. Due to the nature of the site and the distance from Markfield Road, a scheme which makes adequate provision for waste and recycling and collection across the site has been submitted. It is recommended that this be secured by condition.
- 8.12. Policy DM4 of the SADMP provides circumstances where development in the countryside will be considered sustainable. When the proposal involves the change of use, re-use or extension of existing buildings which would lead to the enhancement of the immediate setting, it is considered that it would be in accordance with Policy DM4. The application proposal aims to re-use the existing buildings located on the site which would lead to the enhancement of the immediate setting. Home Farm is an attractive cluster of historical buildings that could be considered to be of local significance (a non-designated heritage asset in terms of paragraph 135 of the NPPF and a locally important heritage asset in terms of Policy DM12 of the SADMP). The condition of many of the buildings as stated previously is currently poor so their conversion whilst retaining many significant features and detailing would be welcomed and would enhance the immediate setting of Home Farm and the existing buildings. The proposal would significantly enhance the immediate setting of the buildings and would therefore be in accordance with Policy DM4 of the SADMP. The application has been assessed by the Conservation Officer who has welcomed the application and supports the proposal as the re-use of the existing buildings would significantly improve the setting of the buildings.

- 8.13. Amended plans have been received during the application process seeking to address concerns regarding the access to Plot 1, the existing farmhouse. The proposal initially involved the construction of a new access track, using the existing access from Markfield Road and then forking to allow vehicles to drive to Plot 1 through a new road in the open field immediately adjacent to Markfield Road. However the proposed new road was removed to address officer concerns that the road would lead to an impact upon the character of the area and the countryside. As a result, all vehicles would use the existing access and the existing track to the site, with no extension to the footprint or the built up area and therefore the proposal would be in accordance with Policy DM4 of the SADMP.
- 8.14. Policy DM15 supports development outside the settlement boundary for the re-use of redundant or disused rural buildings. The applicant has demonstrated that the buildings are capable of conversion and reuse without the need for significant or complete reconstruction and are viable for conversion to residential units in accordance with Policy DM15 of the SADMP. The buildings have no longer be used and have all suffered from a lack of maintenance over a number of years. The main walls have withstood the lack of maintenance and with the exception of the centre section of one outbuilding; all roofs and roof structures remain intact. The proposal would also be proportionate to the size, scale and mass of the original buildings and would not increase the footprint of the existing outbuildings. Therefore the proposal would be in accordance with Policy DM15 of the SADMP.
- 8.15. The proposal would therefore be in accordance with Policy DM4, DM10 and DM15 of the adopted SADMP.

#### Impact upon Highway Safety

- 8.16. Policy DM17 and DM18 of the SADMP states that proposals should ensure that there is adequate provision for on and off street parking for residents and visitors and there is no impact upon highway safety.
- 8.17. The proposed access to the development utilises an existing access to the site from Markfield Road, the A50 which links Leicester to junction 22 of the M1. The applicant has submitted a Transport Report which looks at all aspects of the proposed development. Markfield Road is a dual carriageway with the access to the site on the northbound carriageway. At this point, the road has a 50 mph speed limit with a 40 mph speed limit located immediately adjacent to the site on the south of the entrance.
- 8.18. LCC Highways have raised concerns about the scheme. They have stated that the highway safety impacts of the development would be severe in accordance with Paragraph 32 of the NPPF. They also consider that the development would lead to a significant increase in turning traffic using an access onto a busy, restricted road where speeds are in excess of 40mph.
- 8.19. Markfield Road is a dual carriageway with a 50 mph speed limit. It is a 40 mph speed limit immediately adjacent the south of the entrance of the site. A speed camera is located on the southbound carriageway in the 50 mph speed limit immediately prior to the entrance to the site. A further speed and traffic light camera is located on the southbound carriageway at the junction of Markfield Road and Lena Drive past the entrance to the site within the 40 mph speed limit. Vehicles travelling on the southbound carriageway would be limited to less than 50 mph prior to the access of the site and as the 40 mph speed limit starts immediately adjacent the entrance to the site, vehicles should be approaching 40 mph with the speed and traffic light camera further along the road. Vehicles travelling on the northbound carriageway would be within the 40 mph speed limit when approaching the site and

would be travelling slower than normal due to the uphill nature of Markfield Road to the north and the proximity of the traffic lights.

- 8.20. The applicant's highways report shows a 2.4 x 120 metre visibility splay at the access point. These distances are in accordance with Leicestershire County Council's 6c's Design Guidance and Policy DM17 and Policy DM18 of the SADMP.
- 8.21. There are a number of gaps in the central reservation on this part of the A50 which allows vehicles turning into and out of the site and the adjacent residential properties to the north of the site to use the southbound carriageway to access and leave the properties. There has been one accident in the vicinity of the site which was when a goods vehicle travelling northwest made a U-turn in front of a car also travelling northwest. However there are signs forbidding U-turns on these gaps in the central reservation with gaps used for vehicles turning right into or out of the properties only.
- 8.22. In order to assess the severity of the highway safety impact, in accordance with the NPPF, it is necessary to consider whether the proposed development results in a material increase in traffic over and above the current lawful use of the site.
- 8.23. The highways report submitted by the applicant compares traffic generation between the existing use and proposed use. It shows that the existing agricultural use is expected to generate more trips from a range of slow moving farm vehicles than the proposed use would.
- 8.24. The proposed use would be for three additional dwellings on the site and all farm traffic to cease. As a result there would be no large, slow moving vehicles entering or exiting the site. The highways report submitted by the applicant demonstrates that there would be less traffic generated by the three new dwellings compared with the existing use. A condition is recommended to ensure that all farm use would cease before occupation of any of the three new dwellings.
- 8.25. There are nine gaps in the central reservation on this part of the A50 with the speed limit at 50 mph. One key concern is that vehicles would be using the southbound carriageway to enter and exit the site, and as such would be turning right across the northbound carriageway and potentially waiting to turn on the southbound carriageway. This is an existing arrangement with vehicles currently using the gaps to leave and enter the application site at the moment. As explained above, the proposal would not lead to an intensification of the site and would therefore not impact upon highway safety in this regard. Nevertheless, at a cabinet meeting at Leicestershire County Council on Friday 16<sup>th</sup> September it was resolved that:

*"That the introduction of a 40mph speed limit on Leicester Road, Glenfield, Groby Road, Glenfield, Markfield Road, Groby and Bradgate Hill, Groby and the closure of gaps in the central reservation on Markfield Road and Bradgate Hill, Groby as shown on the plan attached as Appendix A of the report be approved."*

- 8.26. The reason for the introduction of the above works was as follows:

*"Implementing a 40mph speed limit will provide a consistent speed limit along the A50 corridor as well as addressing the concerns of and to improve the quality of life for local residents."*

*There have been three personal injury accidents recorded in connection with the gaps in the central reservation, including one fatality in 2012, closure of the gaps*

*will improve safety along this stretch of the carriageway. A recent safety audit supports the closure of the gaps and there is overwhelming support to do so from consultation respondents (92%).”*

- 8.27. Though the above decision was taken to improve highway safety for all residents and users of the A50 this decision will also help alleviate any further concerns that the proposal may have on vehicle movements. Therefore all residents and visitors of the proposed development would have to enter the site turning left from the northbound carriageway and would have to leave the site turning left onto the northbound carriageway. As a result, there would be no traffic movements turning across the central reservation, removing any potential danger upon highway safety from this aspect. Therefore all vehicular movements would be slowing down in the left hand land and exiting onto the nearside lane. Further to this, the proposed speed limit change would result in vehicle speeds being slower than currently. The works are provisionally booked for February 2017 and would therefore have an immediate impact upon the proposal with vehicles limited to turning left only into and out of the site.
- 8.28. The access is currently a stone gravel track and to ensure that the proposal meets Leicestershire County Council's 6c's design guidance in relation to access tracks from the highway, the track is proposed to be upgraded as part of this application with a width of 5 metres at the entrance to the site.
- 8.29. A condition is recommended to ensure that the first 10 metres of the access track is laid with tarmac, concrete or a similar hard bound material in order that no loose material would be transported to the highway boundary and this is to be maintained at all times. This would therefore be in accordance with Leicestershire County Council's 6c's Design Guidance and Policy DM17 and Policy DM18 of the SADMP.
- 8.30. Parking for residents and visitors must also be taken into consideration. There would be sufficient off-street car parking spaces provided within the development in accordance with Leicestershire County Council 6c's design guidance and Policy DM17 and Policy DM18 of the SADMP.
- 8.31. Notwithstanding the concerns raised by Leicestershire County Council (highways), the applicant demonstrated that the proposed use does not generate an increase in vehicle movements to and from the site. Further to this, there would be no large, slow moving farm vehicles and all trips would be for a residential use. As a result, the proposals would not have a severe adverse impact upon highway safety and would therefore be in accordance with Policy DM17 and DM18 of the SADMP.

#### Impact upon neighbouring residential amenity

- 8.32. Policy DM10 of the SADMP state that proposals should not adversely affect the occupiers of the neighbouring properties.
- 8.33. The proposal would involve works to two existing dwellings and the conversion of agricultural buildings to three dwellings. All dwellings would have appropriate amenity space with no loss of light to any gardens from the proposal. All dwellings would have no impact upon any adjacent property in way of overlooking or loss of privacy.
- 8.34. There are no properties in the immediate area due to the distance of Home Farm from Markfield Road and therefore no other residential properties would be impacted by the proposal. One property serves the same access as Home Farm,



however works are proposed to the width of the entrance road and the proposal would result in benefits for the resident of this property.

- 8.35. Therefore the proposal is considered to comply with Policy DM10 of the SADMP.

#### Ecology

- 8.36. Leicestershire County Council Ecology has been consulted and has no objection. A Bat Survey and a Great Crested Newt has been submitted as part of the application.

- 8.37. The surveys show that there was no evidence of bats and no Great Crested Newt's.

#### Archaeology

- 8.38. Leicestershire County Council Archaeology have been consulted but has no objection subject to conditions.

- 8.39. In order to preserve the importance and heritage aspect of the existing buildings located on the site, a historic building survey and a Written Scheme of Investigation must be submitted prior to commencement. It is recommended that this be secured by condition.

#### Environmental Health

- 8.40. HBBC Environmental Health (Pollution) has been consulted but has no objection subject to conditions.

- 8.41. Due to the potentially contaminative past on the site, a scheme for the investigation of any potential land contamination must be submitted prior to commencement. It is recommended that this be secured by condition.

#### Drainage

- 8.42. The site has been reduced in size during the course of considering the application, resulting in the area of the site to be less than 1 hectare. No issues or objections have been raised. A condition is recommended to ensure there is no impact from surface water drainage.

#### Land Contamination

- 8.43. Due to the potentially contaminative past use of the site, HBBC Environmental Health have advised that ground investigation is undertaken to establish the land contamination status of the site. A condition is therefore recommended to ensure further investigations are undertaken and the findings submitted to the council to identify the potential for land contamination.

- 8.44. Subject to the recommended condition the proposal would ensure all contaminated land issues will be dealt with on site prior to the commencement of development and is therefore acceptable and in accordance with Policy DM7 of the SADMP.

#### Other Issues

- 8.45. Concerns have arisen regarding the placing of asbestos in the surrounding land. However this is not a material planning consideration in the determination of this application.

### **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.

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

## **10. Conclusion**

10.1. The site has been appropriately designed to utilise the existing buildings, footprint, openings and detailing. The condition of many of the existing buildings as stated previously is currently poor so their conversion whilst retaining many significant features and detailing would be welcomed and would enhance the immediate setting of Home Farm and the existing buildings and the adjacent settlement. The proposal would significantly enhance the immediate setting of the buildings and would therefore be in accordance with Policy DM4 of the SADMP. The proposal is appropriately designed and would not impact upon the character of the site or the adjacent area and would therefore be in accordance with Policy DM10 of the SADMP. The proposal would also involve the re-use of redundant rural buildings resulting in the enhancement of the immediate setting in accordance with Policy DM15 of the SADMP.

10.2. The proposal would have no impact upon residential amenity and it is assessed that there would be no intensification of the site and the proposal would not have a severe adverse impact upon highway safety. Subject to conditions the proposal would not have a detrimental impact upon flooding, drainage, land contamination and highways.

10.3. The application is therefore considered acceptable and in accordance with the identified policies of the development plan.

## **11. Recommendation**

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

- Planning conditions outlined at the end of this report.

11.2. That the Chief Planning and Development Officer be given powers to determine the final detail of planning conditions.

### **11.3. Conditions and Reasons**

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

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

2. The development hereby permitted shall not be carried out otherwise than in complete accordance with the submitted application details, as follows: Detailed Planning Proposals Sheet 1 of 6, Drg. No. 15.3115.13 Rev. B (scale 1:500), Detailed Planning Proposals Sheet 2 of 6, Drg. No. 15.3115.14 Rev. B (scale 1:200), Detailed Planning Proposals Sheet 3 of 6, Drg. No. 15.3115.15 Rev. B (scale 1:100), Detailed Planning Proposals Sheet 4 of 6, Drg. No. 15.3115.16 Rev. A (scale 1:100), Detailed Planning Proposals Sheet 5 of 6, Drg. No. 15.3115.17 Rev. B (scale 1:100), Detailed Planning Proposals Sheet 6 of 6, Drg. No. 15.3115.18 Rev. A (scale 1:100), Detailed Planning Proposals Internal Courtyard Elevations, Drg. No. 15.3115.22 Rev. B (scale 1:100) received by the Local Planning Authority on 28 June 2016 and Site Location Plan Drg. No. 15.3115 (scale 1:1250) received by the Local Planning Authority on 5 July 2016.

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

3. Before any development commences, representative samples of the types and colours of materials to be used on the external elevations of the proposal hereby permitted and the hard landscaped areas shall be deposited with and approved in writing by the local planning authority, and the scheme shall be implemented in accordance with those approved materials.

**Reason:** To ensure that the development has a satisfactory external appearance to accord with Policy DM4 and Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document.

4. No development shall take place within the application site until a programme of archaeological work including a historic building survey (Historic England Level 3) defined within a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. No works shall take place other than in accordance with the approved Written Scheme of Investigation.

**Reason:** To allow proper investigation and recording of the site, which is potentially of archaeological and historic significance in accordance with Policy DM11, DM12 and DM13 of the adopted Site Allocations Development Management Policies Development Plan Document.

5. 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 condition 4 and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

**Reason:** To allow proper investigation and recording of the site, which is potentially of archaeological and historic significance in accordance with Policy DM11, DM12 and DM13 of the adopted Site Allocations Development Management Policies Development Plan Document.

6. No development approved by this permission shall be commenced until a scheme for the investigation of any potential land contamination on the site has been submitted in writing 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 ensure that risks from land contamination to the future users of the land and neighbouring land are minimised in accordance with Policy DM7 of the Site Allocations and Development Management Policies Development Plan Document.

7. 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 in writing 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 first dwelling being occupied.

**Reason:** To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised in accordance with Policy DM7 of the Site Allocations and Development Management Policies Development Plan Document.

8. No development shall commence on site until a scheme that makes provision for waste and recycling storage and collection across the site has been submitted in writing to and approved in writing by the Local Planning Authority. The details should address accessibility to storage facilities and adequate collection point space at the adopted highway boundary. The approved scheme shall be implemented in accordance with the agreed details.

**Reason:** To ensure the bin storage on site is not detrimental to the street scene and overall design of the scheme, in accordance with Policy DM10 of the Site Allocations and Development Management Policies Development Plan Document.

9. No development shall commence until drainage details for the disposal of surface water and foul sewage have been submitted in writing to and approved in writing by the Local Planning Authority. The approved details shall be implemented in full before the development is first brought into use.

**Reason:** To ensure that the development is provided with a satisfactory means of drainage as well as to reduce the risk of creating or exacerbating a flooding problem and to minimise the risk of pollution in accordance with Policy DM7 of the Site Allocations and Development Management Policies Development Plan Document.

10. No development shall take place until a scheme of hard and soft landscaping works, including boundary treatments, for the site has been submitted in writing to and approved in writing by the local planning authority. The scheme shall be carried out in full accordance with the approved landscaping scheme.

**Reason:** To ensure that the development has a satisfactory external appearance to accord with Policy DM4 and DM10 of the Site Allocations and Development Management Policies Development Plan Document.

11. Before first occupation of any dwelling, its access drive and any turning space shall be surfaced with tarmacadam, concrete or similar hard bound material (not loose aggregate) for a distance of at least 10 metres behind the highway boundary and shall be so maintained at all times.

**Reason:** To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in accordance with Policy DM17 of the Site Allocations and Development Management Policies Development Plan Document.

12. Before first occupation of any new dwelling, all agricultural use in relation to the existing farm must cease.

**Reason:** To reduce the amount of traffic entering and leaving the site and the associated impact upon highway safety in accordance with Policy DM17 of the Site Allocations and Development Management Policies Development Plan Document.

#### 11.4. Notes to Applicant

1. The approved development may require Building Regulations Approval, for further information please contact the Building Control team via e-mail at [buildingcontrol@hinckley-bosworth.gov.uk](mailto:buildingcontrol@hinckley-bosworth.gov.uk) or call 01455 238141.
2. The Written Scheme of Investigation (WSI) shall include an assessment of significance and research questions; and:
  - The programme and methodology of site investigation and recording
  - 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
  - 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.
3. The Written Scheme of Investigation (WSI) must be prepared by an archaeological contractor acceptable to the Planning Authority. To demonstrate that the implementation of this written scheme of investigation has been secured the applicant must provide a signed contract or similar legal agreement between themselves and their approved archaeological contractor.
4. In relation to Land Contamination, advice from Health and Environment Services can be viewed via the following web address: <http://www.hinckley-bosworth.gov.uk/contaminatedsite> which includes the Borough Council's policy on the investigation of land contamination. Any scheme submitted would need to be in accordance with this policy.