

Planning Committee 10 March 2026
Report of the Assistant Director Planning and Regeneration

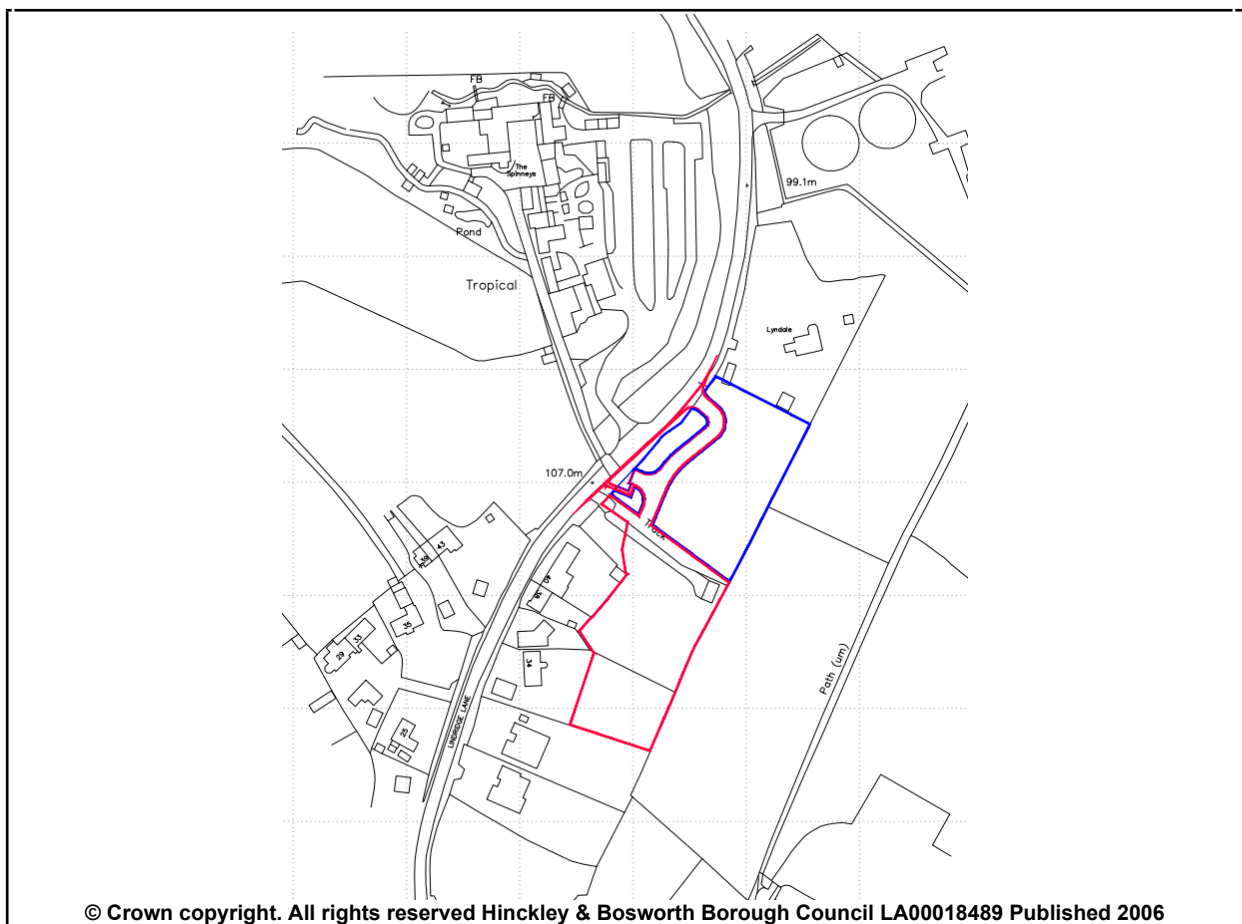


Planning Reference 25/01125/FUL
Applicant(s) XL Designs (Midlands) Ltd
Ward Newbold Verdon With Desford & Peckleton

Hinckley & Bosworth
Borough Council

Application Site Field Maple House, 34 Lindridge Lane, Desford

Proposal Erection of four detached residential dwellings with associated garaging on land to the rear of 34 Lindridge Lane, Desford



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1. Recommendations

1.1. Grant planning permission subject to:

- Planning conditions detailed at the end of this report; and
- That the Assistant Director Planning and Regeneration be given powers to determine the final detail of planning conditions.

2. Planning Application Description

- 2.1. This planning application seeks full planning permission for the provision and erection of four detached dwellinghouses, with associated garages, at land to the rear of 34 Lindridge Lane, Desford. The development is accessed through an access point approved under 23/00445/OUT and 24/00512/REM, which received permission for four dwellings.
- 2.2. The development includes a linear row of 4no. detached dwellings, to the rear of Lindridge Lane.
- 2.3. Units A and D consist of 4-bedroom detached dwellings, benefitting from a detached garage, with a two-storey front gable and half dormer. Units B and C consist of 4-bedroom detached dwellings and an integral garage, with a bonnet hipped roof above the garage and a half dormer. All units benefit from two additional off-street parking spaces located forward of their respective principle elevations.
- 2.4. Each dwelling consists of a select material palette, consisting of heritage blend brickwork, UPVC windows and doors, and additional features such as brick corbel eaves detailing, projecting string courses, brick heads and cill detailing and solar PV panelling.
- 2.5. The application site is at a lower land level to the existing properties on Lindridge Lane, however, sit at a higher land level to the dwellings approved under 24/00512/REM. Additional landscaping has been proposed under this application, including native hedgerow planting and timber fencing on the site boundaries.

3. Description of the Site and the Surrounding Area

- 3.1. The site is located approximately 700m north of Desford village centre. The site is accessed via Lindridge Lane. The site has an area of approximately 1 acre and is broadly rectangular in shape.
- 3.2. To the northwest the site is Tropical Birdland, with dwellings occupying the land on both sides of Lindridge Lane to the south. To the north is a dense copse, beyond which lies the property Lyndale, and a site which has recently received planning permission for four dwellings (23/00445/OUT and 24/00512/REM).
- 3.3. To the east is open countryside, and to the south is the garden of 30 Lindridge Lane, a new dwelling permitted via application 19/00616/FUL. To the west lies properties 34, 36, 38, and 40 Lindridge Lane.
- 3.4. The site lies within the countryside and outside of the settlement boundary of Desford.

4. Relevant Planning History

- 4.1 **15/00802/OUT**

- Erection of 1 dwelling (outline – access only)
- Refused
- 14.09.2015
- Reason for refusal:

“The proposed development by virtue of its location outside of the settlement boundary of Desford would result in an unwarranted encroachment of unsustainable development into the countryside. This would be harmful to the openness and character of the immediate and surrounding landscape and therefore contrary to the requirements of the Saved Policies NE5 and BE1 (a) of the adopted Hinckley and Bosworth Local Plan (2001) and the requirements of Paragraph 17 and 55 of the National Planning Policy Framework”.

It is noted that the approval of four dwellings to the north, thereby surrounding the application site by existing development on three sides, represents a significant change in the circumstances around which this reason for refusal was based.

4.2 **15/01173/OUT**

- Erection of 1 dwelling (outline – access only)
- Refused
- Appeal Dismissed
- 02.02.2016
- Reason for refusal:

“The proposed development by virtue of its location outside of the settlement boundary of Desford would result in an unsustainable form of residential development in the countryside. This would be harmful to the openness and character of the immediate and surrounding landscape and therefore contrary to the requirements of the Saved Policies NE5 and BE1 (a) of the adopted Hinckley and Bosworth Local Plan (2001) and the requirements of Paragraph 17 and 55 of the National Planning Policy Framework”.

It is noted that the approval of four dwellings to the north, thereby surrounding the application site by existing development on three sides, represents a significant change in the circumstances around which this reason for refusal was based.

4.3 **19/00616/FUL**

- Erection of two dwellings
- Planning Permission
- 06.09.2019

4.4 **21/00658/FUL**

- Erection of one dwelling with detached single garage and associated landscaping
- Planning Permission
- 16.11.2021

4.5 **21/01449/FUL**

- Erection of one dwelling; demolition of existing garage serving number 34 Lindridge Lane and replaced with detached triple garage
- Planning Permission
- 12.05.2022

4.6 **23/00535/DISCON**

- Application to discharge conditions 5 (hard and soft landscaping), C7 (Construction Traffic Management Plan) attached to planning permission 21/01449/FUL
- Discharged
- 04.08.2023

4.7 **23/00455/OUT**

- Outline Application for proposed erection of 4 dwellinghouses with associated garages (all matters reserved except for access)
 - Planning Permission
 - 01.08.2023

4.8 **23/01020/OUT**

- Outline application for the construction of up to 5 dwellings (some matters reserved except for access)
- Refused
- 09.01.2025

4.9 **24/00512/REM**

- Approval of Reserved Matters (Appearance, landscaping, layout, scale) for outline application 24/00502/CONDIT
- Approval of Reserved Matters
- 16.08.2024

4.10 **25/10023/PREHMO**

- Erection of five detached dwellings with detached garaging on land to the rear of 34 Lindridge Lane
- Advice Given
- 05.06.2025

4.11 **25/00675/DISCON**

- Application to discharge condition 9 (EV Charger) attached to planning permission 21/01449/FUL
- Discharged
- 22.07.2025

5. Publicity

5.1 The application has been publicised by sending out letters to local residents and a site notice was posted within the vicinity of the site.

5.2 As a result of the public consultation, ten responses have been received which all objected to the proposed development.

5.3 A summary of the concerns raised in the public consultation are detailed below:

1. Character: harm to the countryside edge, backland infill not appropriate
2. Detrimental impacts to nearby local businesses: noise impact on Tropical Birdland, parking issues with existing business, lighting impacts, risk of crime
3. Amenity concerns: land levels create unobstructed view, safety concerns for existing properties due to low level boundaries, loss of light, noise and disturbance, lack of local amenities, strain on local services
4. Highway Safety Concerns: safety concerns for car users and pedestrians, increased traffic and congestion
5. Environmental Impacts: wildlife and habitat impacts, impact on trees, flooding and drainage risks, loss of biodiversity, air quality impacts
6. Design concerns: overdevelopment of the site, cramped layout, small gardens, separation distances inadequate
7. Construction Phase Disruption: noise and disturbance, dust, access to site issues
8. Planning History: previous applications have been refused within this site
9. Planning Policy Matters: not compliant with local or national policies

6. Consultation

HBBC Tree Officer: no objections

- 6.1 The Council's Arboricultural officer has confirmed, "Having reviewed the submitted survey documents, I note that the majority of the trees proposed for removal fall within Category U, reflecting structural or physiological conditions that would ordinarily justify removal irrespective of development. While I do not actively support the loss of any trees, the extent of removal in this case appears tolerable when considered alongside their limited remaining contribution and the overall design layout. Should the development proceed, a new planting scheme will be essential to compensate for the loss of existing canopy cover and to support the borough's wider objectives for maintaining and enhancing green infrastructure. Replacement planting should be designed to deliver long-term landscape and ecological value and should be secured by an appropriate planning condition.
- 6.2 All protection measures set out within the Arboricultural Method Statement must be adhered to throughout the construction process. This includes maintaining protective fencing to BS5837 standards for the duration of the works and ensuring that ground protection remains in place wherever fencing cannot be installed. No excavation, storage, or ground disturbance should occur within Root Protection Areas unless explicitly described in the approved documentation. Where development results in incursions into the RPAs of retained trees, the specified mitigation must be followed without deviation. The no-dig cellular confinement system proposed for the surfacing within the RPA of T23 is required to safeguard the root system and avoid unnecessary excavation. Likewise, any excavation within the RPAs of T04 and T13 must be undertaken manually and under direct arboricultural supervision, with any necessary root pruning carried out in accordance with NJUG10. Subject to these measures being implemented in full, I am satisfied that the retained tree stock can be adequately protected and that the proposed scheme is unlikely to result in unacceptable arboricultural harm".

Ecology: no objections

- 6.3 Following the submission of additional information, LCC Ecology have confirmed they have no objection to the proposal subject to relevant planning conditions which have been included at the end of this report.

Severn Trent: no objections

- 6.4 No objections have been received in relation to this proposal, a number of conditions have been included at the end of this report, following the recommendation of Severn Trent.

HBBC Drainage: no objections

- 6.5 No objections to the proposal subject to a planning condition included at the end of this report.

Highways: no objections

- 6.6 Leicestershire County Council as the Local Highway Authority, confirmed that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be serve in accordance with Paragraph 116 of the National Planning Policy Framework (2024), subject to planning conditions.

Archaeology: no objections

- 6.7 The Leicestershire and Rutland Historic Environment Record (HER) notes that the site is located immediately outside the historic medieval and post-medieval settlement core of Desford (HER Ref.: MLE2751). Archaeological excavations c. 100m southeast of the application area, also immediately outside the historic settlement core, recorded a number of medieval finds/features including a pit, gully and a cooking pot (MLE25389). There is therefore a potential for significant archaeological remains relating to the medieval and post-medieval periods to be present within the application area.
- 6.8 While the current results are sufficient to support the planning decision, further post-determination trial trenching will be required in order to define the full extent and character of the necessary archaeological mitigation programme. In that context it is recommended that the current application is approved subject to conditions for an appropriate programme of archaeological mitigation, including an initial phase of exploratory trial trenching, followed, as necessary by intrusive and non-intrusive investigation and recording.

Desford Parish Council: objects

- 6.9 Objects to the proposal on three grounds which are outlined below:
- 6.10 "There are strong concerns about safety due to the location of the access. This is in a blind spot between 2 bends on an already busy road, known for vehicles speeding. It is also outside the 30mph speed limit. There is no footpath/pavement to access the village. We are concerned that an additional 4 houses and the associated vehicles using this entrance and exist will be dangerous due to lack of visibility. We will be interested to see the Highways report on this. We note that for a previous development on the adjacent site (19/00616/FUL) Highways mistakenly stated that the entrance is within the 30mph zone. It is not.
- 6.11 We request that as part of this development, a scheme is adopted to extend the 30mph limit and provide additional traffic calming/speed reduction measures on the approach to the village along Lindridge Lane.
- 6.12 We note that there is a requirement that Biodiversity Net Gain should be +10% on developments such as this, but at the moment the Ecological Appraisal states: The assessment shows an overall loss of 0.42 habitat units (-33.3%) with trading rules not

satisfied. An off-site unit purchase will therefore be required. It is estimated that 0.55 habitat units will need to be sourced from an off-site unit provider in order for the development to achieve an overall 10% gain in units”.

HBBC Environmental Health

6.13 No objections.

7. Policy

7.1 Core Strategy (2009):

- Policy 7: Key Rural Centres
- Policy 15: Affordable Housing
- Policy 16: Housing Density, Mix and Design

7.2 Site Allocations and Development Management Policies Development Plan Document (SADMP) (2016):

- Policy DM1: Presumption in Favour of Sustainable Development
- Policy DM4: Safeguarding the Countryside and Settlement Separation
- Policy DM6: Enhancement of Biodiversity and Geological Interest
- Policy DM7: Preventing Pollution and Flooding
- Policy DM10: Development and Design
- Policy DM13: Preserving the Borough's Archaeology
- Policy DM17: Highways and Transportation
- Policy DM18: Vehicle Parking Standards

7.3 Desford Neighbourhood Plan (DNP) (2021):

- Policy H1: Settlement Boundary
- Policy H5: Housing Mix
- Policy H6: Windfall Site Development
- Policy H7: Housing Design
- Policy ENV3: Biodiversity General
- Policy ENV 7: Renewable Energy Infrastructure
- Policy T1: Traffic Management

7.4 National Planning Policies and Guidance:

- National Planning Policy Framework ('NPPF') (2024)
- National Design Guide ('NDG') (2019)
- Planning Practice Guidance ('PPG')

7.5 Other Relevant Guidance:

- Good Design Guide (2020)
- HBBC's Landscape Character Assessment ('LCA') (2017)

- Leicestershire Highways Design Guide

8. Appraisal

8.1. The key issues in respect of this application are therefore:

- Principle of development
- Housing land supply
- Housing Mix
- Design and impact upon the character of the area
- Impact upon residential amenity
- Impact upon parking provision and highway safety
- Drainage
- Ecology
- Other matters
- Planning balance

Principle of Development

- 8.2 Paragraph 2 of the National Planning Policy Framework (NPPF) July 2021) states that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise and that the NPPF is a material consideration in determining applications. Paragraph 12 of the NPPF confirms that the presumption in favour of sustainable development does not change the statutory status of the Development Plan as the starting point for decision making.
- 8.3 Paragraph 11 of the National Planning Policy Framework (NPPF) and Policy DM1 of the Site Allocation and Development Management Policies Development Plan Document (SADMP) set out a presumption in favour of sustainable development, and states that development proposals that accord with the development plan should be approved unless other material considerations indicate otherwise. The development plan in this instance consists of the adopted Core Strategy (2009) and the Site Allocations and Development Management Policies DPD (2016).
- 8.4 The spatial distribution of growth across the Borough during the plan period 2006-2026 is set out in the adopted Core Strategy. This identifies and provides allocations for housing and other development in a hierarchy of settlements within the Borough.
- 8.5 The Planning Policy team are currently reviewing the revised NPPF and implications for the Council's Five-Year Housing Land Supply. A revised position will be published by the end of May 2025 once the monitoring for the 2024/25 year has been completed. It is however likely that, with the revised need figure of 682 dwellings per annum from the Dec 2024 NPPF (649dpa + 5% buffer as per Para 78a), that the Council will be unable to demonstrate a Five-Year Housing Land Supply once the revised position is published.

- 8.6 Therefore, this application should be determined against Paragraph 11(d) of the Framework whereby permission should be granted unless adverse impacts would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
- 8.7 Key Policy Paragraph 110 of the NPPF confirms that the planning system should actively manage patterns of growth in support of promoting sustainable transport. Significant development should be focused on locations which are, or can be made, sustainable through limiting the need of travel and offering a genuine choice of transport modes. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.
- 8.8 Chapter 15 of the NPPF requires planning policies and decisions to conserve and enhance the natural and local environment. Paragraph 187(b) specifically highlights that this should be achieved by, *“Recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services.”*
- 8.9 Desford is defined as a Key Rural Centre within the Borough of Hinckley. The Core Strategy sets out that Key Rural Centres are villages with populations over 1,500 and have a primary school, local shop, post office, GP, community facilities, employment opportunities, and a 6 day/week bus service. However, as set out above the site lies adjacent to but outside of the settlement boundary for the village. Therefore, the site lies within the countryside and Policy DM4 of the SADMP is applicable. Policy DM4 states that that the countryside will first and foremost be safeguarded from unsustainable development. Development in the countryside will be considered sustainable where:
- a) It is for outdoor sport or recreation purposes, and it can be demonstrated that the proposed scheme cannot be provided within or adjacent to settlement boundaries; or
 - b) The proposal involves the change of use, re-use or extension of existing buildings which lead to the enhancement of the immediate setting; or
 - c) It significantly contributes to economic growth, job creation and/or diversification of rural businesses; or
 - d) It relates to the provision of stand-alone renewable energy developments; or
It relates to the provision of accommodation for a rural worker
- 8.10 Policy DM4 of the SADMP also requires that development meets five further requirements to be considered as sustainable development. These are discussed in detail further in the report.
- 8.11 Policy H1 of the Desford Neighbourhood Plan states that land outside of the defined settlement boundary will be treated as open countryside, where development will be carefully controlled in line with local and national strategic planning policy. It is acknowledged that the site has been referenced in an early consultation document relating to the Neighbourhood Plan update dated 22/04/2023. However, the updated

plan has not reached Draft stage and the inclusion of the site as an allocation for 5 dwellings holds no weight.

8.12 Policy H6 (Windfall Site Development) states that small residential development proposals on infill and redevelopment sites will be supported, subject to proposals being well designed and meeting the relevant requirements set out in other policies in this Plan and Borough wide planning policies and where such development:

- a) Comprises a restricted gap in the continuity of existing frontage buildings or on other sites within the built-up areas of the Parish or where the site is closely surrounded by existing buildings;
- b) Is within the Settlement Boundary;
- c) Respects the character of each settlement in order to maintain its distinctive character and enhance it where possible;
- d) Retains and enhances, where possible, existing important natural boundaries such as trees, hedges and streams;
- e) Does not reduce garden space to an extent where it adversely impacts on the character of the area, or the amenity of neighbours and the existing and future occupiers of the dwelling(s);
- f) Does not result in an unacceptable loss of amenity for neighbouring occupiers by reason of loss of privacy, loss of daylight, visual intrusion or noise in line with HBBC advice and Planning Guidance

8.13 Whilst the proposed development does not directly fall within the categories outlined within Policy DM4 of the SADMP, the development does accord with Policy H6 of the DNP. Which confirms that small residential development proposals on infill and redevelopment sites will be supported, where such development comprises of a restricted gap in the continuity of existing frontage buildings or on other sites within the built-up areas of the Parish or where the site is closely surrounded by existing buildings. Given the nature of the neighbouring approval, the site would not be considered to be a windfall rite within a restricted gap.

8.14 Although there is clear conflict with the spatial policies of the development plan, namely Policy DM4, paragraph 11(d) of the NPPF is engaged and therefore a 'tilted balance' assessment must be made. This must consider all material considerations and any harm arising from the conflict with Policies DM4, must therefore be weighed in the planning balance along with the detailed assessment of the other relevant planning considerations in this case.

8.15 The site by way of its location can also be considered to be of a reasonable level of sustainability, with a local store 0.2 miles from the site, and the main centre of Desford within 0.5 miles of the site, which benefits from various amenities including a pharmacy, a public house and a library. The main centre of Desford also benefits from public transport links to the wider area, including regular bus services into Leicester City Centre.

Design and Impact upon the Character of the Area

- 8.16 Policy DM10 of the SADMP seeks to ensure that new development should complement or enhance the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features.
- 8.17 Policy DM4 aims to ensure that development does not have a significant adverse effect on the intrinsic value, beauty, open character and landscape character of the countryside.
- 8.18 Policy H6 of the DNP states that small residential development proposals on infill and redevelopment sites will be supported, subject to proposals being well designed and meeting the relevant requirements set out in other policies in this Plan and Borough wide planning policies.
- 8.19 Policy H7 (Housing Design) of the Desford Neighbourhood Plan states that all new development proposals of commercial properties, one or more houses, replacement dwellings and extensions will need to satisfy the following design principles:
- a) New development should enhance and reinforce the local distinctiveness and character of the area in which it is situated, particularly within the Conservation Area. Care should be taken to ensure that the development does not disrupt the visual amenities of the street scene and impact negatively on any significant wider landscape views;
 - b) Adequate off-road parking should be provided as a minimum of two car parking spaces for dwellings of three bedrooms or less and three spaces for dwellings of four bedrooms or more;
 - c) All new housing should continue to reflect the character and historic context of existing developments within the Parish and incorporate a diversity of materials. However, contemporary and innovative design and materials will be supported where positive improvement can be robustly demonstrated without detracting from the historic context. Roof and wall construction that follows technical best practice recommendations for integral bird nest boxes and bat breeding and roosting sites will be supported;
 - d) Development should be enhanced by fostering biodiversity and landscaping with existing trees and hedges preserved whenever possible;
 - e) Where possible, enclosure of plots should be of native hedging, wooden fencing, or brick/stone wall with ground-level gaps that maintain connectivity of habitat for hedgehogs;
 - f) Development should incorporate sustainable design and construction techniques to meet high standards for energy and water efficiency, including the use of renewable and low carbon energy technology, such as high levels of thermal efficiency, water butts, photovoltaic cells and ground heat source pumps as appropriate; ensuring running costs are manageable;
 - g) Security lighting should be operated by intruder switching, not on constantly. Maximum light spillage onto bat foraging corridors should be 1lux;
 - h) Development should incorporate sustainable drainage systems with maintenance regimes to minimise vulnerability to flooding and climate change; ensure appropriate provision for the storage of waste, recyclable materials and rain water

for use in gardens. The Drainage Hierarchy (Planning Practice Guidance Paragraph 80) should be applied to ensure that where possible, surface water is directed towards infiltration or watercourses before considering the use of the sewerage system;

- i) Development should be of a density that respects the desirability of maintaining an area's prevailing character and setting;
- j) Properties, where appropriate, should have built-in facilities for wildlife, for example, bee bricks and swift boxes

8.20 The Good Design Guide SPD provides guidance upon how to design an appropriate new residential development. This includes appraising the context, creating appropriate urban structures through blocks, streets, enclosure, open space and landscaping, parking, amenity space and design detailing. It outlines that building plots should be a similar size to the wider context and the layout should not adversely impact upon the prevailing grain of development. Dwellings should be of similar scale, mass and roof form to the wider context, allowing them to sit comfortably within the street scene.

8.21 Paragraph 139 of the NPPF states development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance. Local policy is considered to accord with the NPPF.

8.22 The site lies beyond the northern edge of the village and is part of the countryside surrounding the settlement of Desford. The proposal would extend the built form into the countryside beyond the settlement, however built development exists to south of the site, and there is a recent permission for 4 dwellings to the north (23/00445/OUT). The harm to the countryside would therefore be diminished as a result of this recent permission. Although there is technically still conflict with DM4 in terms of the criteria within the Policy, as a result of the adjacent approved development, the harm created by this proposal is significantly reduced, as it acts as an infill windfall site.

8.23 Notwithstanding this, the proposal would still result in a change from countryside to urbanised development and would be exacerbated by the proposed layout of development which would be at odds with the existing linear character of development in the vicinity. Policy H6 of the DNP specifically refers to windfall development, stating that it should respect the character of the settlement in order to maintain its distinctive character and enhance it where possible.

8.24 The development provides four detached dwellings of a similar form and size to the neighbouring development, approved under application 24/00512/REM, providing a natural extension to it. The scale and design of the dwellings, provided within the elevation plans, is of an appropriate scale and form and would not have significant detrimental impacts to the character of the area; which, by way of the previous approval, creates an urbanising effect on the former countryside and rural appearance of the site.

- 8.25 Whilst it is appreciated that the linear form of development within this area of Lindridge Lane would be altered through the proposed development, the eastern building line would follow the line of development of the recently approved scheme and would follow the natural line of the existing hedgerow and trees, reducing the impact to an acceptable level. Furthermore, whilst the eastern side of Lindridge Lane does follow a single depth linear form of development, the western side of the Lane does indicate a cluster of dwellings which are not single depth and as such this would not be out of character of the area.
- 8.26 The design of plots A-D are considered to be appropriate when reviewing the neighbouring site and neighbouring dwellings, and would provide a high quality development, which would not be out of character with the area. The materials to be finalised on the dwelling, whilst some information has been provided, shall be conditioned to be provided, including all external materials and samples.
- 8.27 The development also seeks to retain the trees within the site, alongside additional planting. Whilst additional planting has been proposed it is conditioned at the end of this report that further details shall be provided to ensure that the development is well designed and well screened, with a high degree of quality landscaping, for the further betterment of the development. Moreover, a condition will secure further details of the external materials of the dwellings.
- 8.28 Overall, the development is considered to result in only limited harm to the character of the area and countryside, contrary to Policies DM4 and DM10 of the adopted SADMP, and Policies H6 and H7 of the DNP.

Impact upon Residential Amenity

- 8.29 Key Policy Paragraph 135(f) of the NPPF requires planning policies and decisions to ensure that developments create places that are safe, inclusive, and accessible, which promote health and well-being, and a high standard of amenity for existing and future users.
- 8.30 Policy DM10(a) and (b) of the SADMP states development will be permitted provided that it would not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting and noise and that the amenity of occupiers would not be adversely affected by activities within the vicinity of the site.
- 8.31 The Good Design Guide (GDG) requires the way buildings relate to each other, and their orientation and separation distances, to provide and protect acceptable levels of amenity. Notwithstanding this, these separation distances are the minimum standards that are required, and every application will be assessed on its own merits depending on the individual characteristics of the site such as orientation, ground levels, window positions, garden size, and shape.
- 8.32 It is established that the separation distances between the proposed plots and the existing properties along Lindridge Lane is appropriate and exceeds the minimum

distances outset within the GDG. Alongside this the garden proportions achieve the proportions detailed within the GDG, ensuring a sufficient degree of amenity space for future occupiers of the dwellings.

- 8.33 It is noted that the proposed dwellings will face towards the rear elevations of the existing dwellings on Lindridge Lane. The land levels of the site alter significantly from the Lane to the location of the development site, with interspersed trees and shrubbery between the rear gardens of the existing dwellings and the proposed location of the 4no. dwellings. It is therefore considered, that whilst there will be a notion of loss of privacy for the existing residents, this would not be significant due to the distances between the plots, the change in land levels and additional landscaping, which is to be secured via planning condition.
- 8.34 The distances also reduce any perceived harm in terms of overbearing, loss of light or overshadowing, and there is no impact in terms of noise and odour pollution as a result of the development.
- 8.35 The amenity afforded to future occupiers of the proposed dwellings is considered to be acceptable, with sufficient garden amenity space afforded to each dwelling, in accordance with the GDG. The orientation of the dwellings, and distances between each property ensure that there will not be any conflict in amenity terms, such as loss of light or overbearing impacts, and in addition, the details of windows and doors for each property are considered appropriate and would not lead to amenity impacts in terms of loss of privacy or overlooking impacts.
- 8.36 It is therefore considered that the development can achieve sufficient amenity for the future occupiers of the dwelling and would not have a significant detrimental impact on the existing residents' neighbouring amenity, as such, the development is considered to be in accordance with Policy DM10 of the SADMP.

Impact upon Parking Provision and Highway Safety

- 8.37 Key Policy Paragraph 115(b) of the NPPF states that planning decisions should ensure that developments provide safe and suitable access to the site for all users. In accordance with Key Policy Paragraph 115(d) of the NPPF, any proposal should ensure that any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
- 8.38 Ultimately, development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios in accordance with Paragraph 116 of the NPPF.

- 8.39 Policy DM17 of the SADMP states that development proposals need to demonstrate that there is not a significant adverse impact upon highway safety, and that the residual cumulative impacts of development on the transport network are not severe.
- 8.40 All proposals for new development and changes of use should reflect the highway design standards that are set out in the most up to date guidance adopted by the relevant highway authority (currently this is the Leicestershire Highway Design Guide (LHDG)) (2024).
- 8.41 Policy DM18 of the SADMP requires developments to demonstrate an adequate level of off-street parking provision. Any reduction below minimum standards will require robust justification.
- 8.42 Policy T1 (Traffic Management) of the DNP states that all housing and commercial development must:
- a) Be designed to minimise additional traffic generation and movement through the villages.
 - b) Incorporate sufficient off-road parking in line with housing policy H6;
 - c) Not remove or compromise the use of any existing off-road parking areas unless a suitable equivalent alternative is provided.
 - d) Provide any necessary improvements to site access, communal parking and the highway network either directly or by financial contributions
 - e) Consider, where appropriate, the improvement and where possible the creation of footpaths and cycleways to key village services
- 8.43 LCC as the Local Highway (LHA) Authority have been consulted as part of this proposal, and have confirmed that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 116 of the National Planning Policy Framework (2024), subject to the conditions and/or planning obligations outlined in this report.
- 8.44 It has been observed that Lindridge Lane is an adopted, classified C road subject to the national speed limit. Approximately 100 metres to the south of the proposed access Lindridge Lane becomes subject to a 30mph speed limit as the lane enters the village of Desford. The Applicant is proposing to utilise the approved access from planning application 23/00445/OUT.
- 8.45 This would lead to eight dwellings in total utilising the approved access. However, the LHA are satisfied that the access approved under 23/00445/OUT is suitably designed to cater for the scale of the proposed development in terms of effective access width.
- 8.46 As stated in the LHA's response to planning application 23/00445/OUT, Ardent Consulting Engineers drawing No. 2202690-001 demonstrated a vehicular visibility splay of 75 metres from a setback distance of 2.4 metres to the south and 84 metres from a setback distance of 2.4 metres to the north. It is noted the above visibility

splays have been informed by a speed survey undertaken on 19 May 2022 by Ardent Consulting Engineers which recorded a northbound 85th percentile speed of 37.7mph and a southbound 85th percentile speed of 40.7mph. The LHA accepted the proposed vehicular visibility splays on planning application 23/00445/OUT, therefore no further access details are required.

- 8.47 There has been one reported Personal Injury Collision within 500 metres in all directions of the site access in the previous five years. This was recorded as being 'serious in severity and occurred approximately 120 metres north of the proposed access. Upon reviewing this, the LHA is satisfied that there are no patterns in the data which could be exacerbated by the proposed development. In addition, the LHA are satisfied that it is unlikely that the increase in trip generation would have a material impact on the existing highway network during the weekday network peak hours.
- 8.48 The site is located approximately 750m from the centre of Desford village which has access to multiple shops and services, educational facilities and recreational facilities. The site is within 800 metres of bus stops with the Arriva 153 bus service running hourly between Market Bosworth and Leicester. Therefore, the LHA considers the site to be in a sustainable location in transport terms. The LHA is satisfied for the LPA to include this transport context in its wider sustainability considerations for the site.
- 8.49 The LHA have also reviewed the internal layout of the site and are satisfied that a sufficient level of off-street parking provision can be achieved for each plot in line with the wider guidance in the LHGD.
- 8.50 Following the advice given from the LHA, it is considered that the development would not cause any detrimental impact to highways safety and a sufficient degree of parking provision can be achieved, as such the development is in accordance with Policies DM17 and DM18 of the adopted SADMP, and Policy T1 of the DNP.

Drainage

- 8.51 Policy DM7 of the SADMP confirms that development should prevent adverse impacts from pollution and flooding.
- 8.52 The development site is located with Flood Zone 1, designated as low probability of flooding from rivers and sea, and the principle of development in low flood risk areas is acceptable. The EA Surface Water mapping also indicates that the application site is located in an area at very low risk of flooding from surface water.
- 8.53 Both HBBC Drainage and Severn Trent have been consulted as part of this application and have confirmed that they have no objection to the scheme, subject to planning conditions included at the end of this report. The conditions seek to receive further drainage plans for foul and surface water and can be dealt with as a post permission matter.
- 8.54 The proposal, subject to the satisfaction of the planning conditions, is considered to be in accordance with Policy DM7 of the adopted SADMP.

Ecology

- 8.55 Policy DM6 of the SADMP states that proposals must demonstrate how they conserve and enhance features of nature conservation and geological value including proposals for their long-term future management.
- 8.56 On site features should be retained, buffered and managed favourably to maintain their ecological value, connectivity and functionality in the long-term. The removal or damage of such features shall only be acceptable where it can be demonstrated the proposal will result in no net loss of biodiversity and where the integrity of local ecological networks can be secured.
- 8.57 Proposals which are likely to result in the loss or deterioration of an irreplaceable habitat would only be acceptable where:
- a. The need and benefits of the development in that location clearly
 - b. It has been adequately demonstrated that the irreplaceable habitat
 - c. Appropriate compensation measures are provided on site wherever possible and of site where this is not feasible.
- 8.58 If the harm cannot be prevented, adequately mitigated against or appropriate compensation measures provided, planning permission will be refused.
- 8.59 LCC Ecology have been consulted as part of this proposal and have confirmed that following the submission of additional bat information, they do not have any objections to the proposal, subject to planning conditions included at the end of this report.
- 8.60 It is considered that details of the Biodiversity Net Gain, offsite, will be submitted and conditioned accordingly, alongside this, a condition has been included requesting a landscaping scheme to be submitted which will include replacement planting to mitigate the loss of any trees, and for additional planting for both the benefit of screening the dwellings, and for ecological and biodiversity benefits.
- 8.61 The proposal is therefore considered to be in general accordance with Policy DM6 of the SADMP.

Other Matters

- 8.62 Details relating to waste and recycling storage and collection has not been provided as part of this proposal, and as such, a planning condition has been included at the end of this report to ensure that an acceptable scheme is instilled prior to commencement of the development. The proposed internal road may not be of an adoptable standard, but it will be required to meet building regulations with regards to access for fire service vehicles and the turning heads meant that the access will be suitable for the Council's waste collection vehicles.
- 8.63 It is also noted that concerns have been raised in relation to the impact on a local business, namely Tropical Birdland. The concerns include noise impact, impact on

parking for the business, and the perception of increased risk of crime. Whilst it is appreciated that the neighbour does have concerns, it is not considered that the provision of 4no. dwellings would create a significant detrimental impact on noise impact, by way of the sites location and distance from the business, similarly, with parking associated with the dwellings, it is considered highly unlikely that occupiers and visitors to the dwellings would utilise the car parking afforded to the adjacent business. With regard to fear of crime, the development is for four dwellings, and as such it is not considered that this would relate to an increase in crime for local businesses.

Planning Balance

- 8.64 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and S70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.
- 8.65 This application is for the provision of 4no. detached dwellings. In addition, the most recent housing land monitoring statement indicates, that the Council cannot demonstrate a 5-year housing land supply. This is also a key material consideration and under these circumstances, the NPPF 2024 sets out, in paragraph 11d) that, for decision makers:
- 8.66 Footnote 8 in the NPPF states that the application of this approach *“includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer, as set out in paragraph 74); or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years”*.
- “where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date (8), granting permission unless:*
- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed7; or*
 - ii. ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole”*
- 8.67 Therefore, currently the ‘tilted’ balance in paragraph 11(d) of the NPPF applies and planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
- 8.68 It is acknowledged that there would be some degree of minor social and economic benefit of providing 4no. dwellings, associated with the occupant’s opportunity to act as new customers and employees for business and services within the general area. Owing to the limited scale of development this would be attributed limited

weight. The proposal presents an uptake of four additional dwellings to the councils housing need, owing to the limited scale of development this would be afforded moderate positive weight.

- 8.69 While surrounded on three sides by existing residential development, the scheme results in limited harm to the character and appearance of the area (the countryside).
- 8.70 There are no significant impacts in terms of neighbouring amenity, highways safety, ecology, archaeology or flood risk.
- 8.71 As such, the proposed benefits are considered to significantly and demonstrably outweigh the identified harms and the application is recommended for approval.

9. Equality Implications

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

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

9.2 Officers have taken this into account and given due regard to this statutory duty, and the matters specified in Section 149 of the Equality Act 2010 in the determination of this application.

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

9.4 The decision has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including General Data Protection Regulations (2018) and The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

10. Conclusion

10.1 Taking national and local planning policies into account, and regarding all relevant material considerations, it is recommended that planning permission to be granted, subject to the imposition of appropriate conditions.

11. Recommendation

11.1 **Grant planning permission** subject to:

- Planning conditions detailed at the end of this report; and
- That the Head of Planning be given powers to determine the final detail of planning conditions; and

11.2 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 91 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 otherwise than in complete accordance with the submitted application details, as follows:

Planning, Design and Access Statement

Site Location Plan, Drg No.25.330.OS2_1:1250

Block Plan, Drg No. 25.330.BP02

Site Layout Plan, Sheet 1 of 6, Drg No. 25.330.01

Site Layout Plan, Sheet 2 of 6, Drg No. 25.330.02

Floor Plans, Elevations - Unit A, Sheet 3 of 6, Drg No. 25.330.03

Floor Plans, Elevations - Unit B, Sheet 4 of 6, Drg No. 25.330.04

Floor Plans, Elevations - Unit C, Sheet 5 of 6, Drg No. 25.330.05

Floor Plans, Elevations - Unit D, Sheet 6 of 6, Drg No. 25.330.06

Proposed Levels, Drg No.25808-GMB-XX-XX-DR-C-0110 Rev P02

Horizontal Align and Setting Out, Drg No.25808-GMB-XX-XX-DR-C-0130 Rev P01

Long Sections, Drg No.25808-GMB-XX-XX-DR-C-0131 Rev P01

External Construction and Details Plan, Drg No.25808-GMB-XX-XX-DR-C-0150 Rev P02

Vehicle Tracking Plan, Drg No. 25808-GMB-XX-XX-DR-C-0190-P01

Proposed Site Plan, Drg No. DEV251031-1356 - MWA TPP 01

Planning Drawing - Sheet 3 of 6 UNIT A DRWNG N0: 25.330.03

Reason: To ensure a satisfactory form of development in accordance with Policies DM1 and DM10 of the adopted Site Allocations and Development Management Policies DPD (2016).

3. No development shall take place (including ground works or vegetation clearance) until a Construction Environment Management Plan for biodiversity

(CEMP: Biodiversity) has been submitted to and approved in writing by the LPA. The CEMP shall include the following details:

- A. Identification of potentially damaging construction activities
- B. practical measures and sensitive working practices to avoid or reduce impacts during construction on Badgers, nesting birds and reptiles
- C. timing of works to avoid harm to nesting birds
- D. responsible persons for overseeing sensitive works
- E. use of protective fencing where required

The approved CEMP shall be adhered to and implemented throughout the construction period, unless otherwise agreed in writing by the LPA.

Reason: To ensure that the development is in accordance with Policy DM6 of the adopted Site Allocations and Development Management Policies DPD (2016).

4. The development shall incorporate integrated bat and bird boxes as specified in Section 6.28 and 6.29 of the Ecological Appraisal and Biodiversity Net Gain Statement Report prepared by Alca Ecology and dated November 2025. Once installed, and prior to the first occupation of the respective dwelling, photographs of the bat and bird boxes in situ shall be submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the bat and bird boxes shall be retained in situ in perpetuity and made available at all times fit for its designated purpose.

Reason: To ensure that the development is in accordance with Policy DM6 of the adopted Site Allocations and Development Management Policies DPD (2016).

5. No development shall take place (including ground works or vegetation clearance) until an updated badger survey has been submitted to and approved in writing by the Local Planning Authority. This survey is to be carried out within 3 months of the commencement of works on site, unless otherwise agreed. The survey shall include details on mitigation measures for badgers if necessary (such as badger gates). All works are to proceed strictly in accordance with the approved document.

Reason: To ensure that the development is in accordance with Policy DM6 of the adopted Site Allocations and Development Management Policies DPD (2016).

6. The development shall not commence until a 30 year Habitat Monitoring and Management Plan (HMMP) has been submitted to and approved in writing by the Local Planning Authority. The HMMP shall be submitted concurrently and in accordance with the Biodiversity Gain Plan. The approved HMMP shall be strictly adhered to and implemented in full for its duration and shall contain the following:
 - a) Description and evaluation of the features to be managed;

- b) Ecological trends and constraints on site that may influence management; TEMPLATECONSULTresponse_041125v9 OFFICIAL
- c) Aims, objectives and targets for management - links with local and national species and habitat action plans;
- d) Description of the management operations necessary to achieving aims and objectives;
- e) Preparation of a works schedule, including annual works schedule;
- f) Details and a timetable of the monitoring needed to measure the effectiveness of management;
- g) Details of the persons responsible for the implementation and monitoring;
- h) mechanisms of adaptive management to account for necessary changes in work schedule to achieve the required targets; and
- i) Details of methodology and frequency of monitoring reports to be submitted to the Local Planning Authority to assess biodiversity gain

Reason: To enhance biodiversity, and in accordance with the National Planning Policy Framework and paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990.

7. The development hereby permitted should not commence until drainage plans for the disposal of foul and surface water flows have been submitted to and approved by the Local Planning Authority. Thereafter, the scheme shall be implemented in accordance with the approved details before the development is first brought into use. Planning Practice Guidance and section H of the Building Regulations 2010 detail surface water disposal hierarchy. The disposal of surface water by means of soakaways should be considered as the primary method. If this is not practical and there is no watercourse available as an alternative, other sustainable methods should also be explored. If these are found unsuitable satisfactory evidence will need to be submitted before a discharge to the public sewerage system is considered. No surface water to enter the foul or combined water systems by any means.

Reason: To ensure that the development is provided with a satisfactory means of drainage as well as reduce the risk of creating or exacerbating a flooding problem and to minimise the risk of pollution in accordance with Policy DM7 of the adopted Site Allocations and Development Management Policies DPD (2016).

8. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on Ardent Consulting Engineers drawing No. 2202690-001 approved under 23/00445/OUT have been implemented in full.

Reason: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2024).

9. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 84 metres by 2.4 metres to the north and 75 metres by 2.4 metres to the south have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

Reason: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with the National Planning Policy Framework (2024).

10. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Planning Drawing - Sheet 2 of 6 - Site Layout, drawing number 25.330.02. Thereafter the onsite parking and turning provision shall be kept available for such uses in perpetuity.

Reason: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally (and to enable vehicles to enter and leave the site in a forward direction) in the interests of highway safety and in accordance with the National Planning Policy Framework (2024).

11. Prior to commencement of the hereby approved development (including any vegetation removal), a detailed landscaping scheme shall be submitted to and approved by the Local Planning Authority. The scheme shall address replacement trees, wider landscaping enhancements within the site, bollard lighting for the proposed road and shall include a timetable for implementation. Thereafter the development shall be carried out in accordance with the approved details. Any trees that are damaged, destroyed or removed as part of the development shall be replanted within the following planting season. Details of the hard landscaping and boundary treatments proposed on the site shall also be provided within the landscaping scheme.

Reason: To ensure a satisfactory form of development, the enhancement of the landscaping at the site and the safety of future occupiers, in accordance with Policies DM4, DM6 and DM10 of the adopted Site Allocations and Development Management Policies DPD (2016).

12. No demolition/development shall take place/commence until the necessary programme of archaeological work has been completed. The programme will commence with an initial phase of trial trenching to inform a final archaeological mitigation scheme. Each stage will be completed in accordance with a written scheme of investigation (WSI), which has been [submitted to and] approved by the local planning authority in writing. For land that is included within the WSI, no demolition/development shall take place other than in accordance with the

agreed mitigation WSI, which shall include the statement of significance and research objectives, and

- The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

Reason: To ensure satisfactory archaeological investigation, recording, dissemination and archiving in accordance with Policy DM13 of the Site Allocations and Development Management Policies DPD (2016).

13. Prior to occupation of the new dwelling, an electric vehicle charging point shall be provided in accordance with a scheme that has been submitted to and approved in writing by the Local Planning Authority.

Reason: To maximise opportunities for sustainable energy and transport in accordance with Policy DM10 of the Site Allocations and Development Management Policies DPD (2016), Policy T3 of the Desford Neighbourhood Plan (2021) and Paragraph 155 of the National Planning Policy Framework (2021).

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

Reason: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area to accord with Policy DM17 of the adopted Site Allocations and Development Management Policies DPD (2016).

15. No development shall commence on the site until such time as a waste management plan has been submitted to and approved by the Local Planning Authority.

Reason: To ensure the safe collection of waste and recycling and to reduce impacts on the visual amenity of the area to accord with Policy DM10 of the adopted Site Allocations and Development Management Policies DPD (2016).

16. No above ground development shall be carried out until details of all external materials used on the dwellings have been submitted to and approved by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory form of development in accordance with Policies DM1, DM4 and DM10 of the adopted Site Allocations and Development Management Policies DPD (2016).

a. **Notes to Applicant(s)**

1. The approved development may require Building Regulations Approval, for further information please contact the Building Control team via e-mail at building.control@blaby.gov.uk or call 0116 272 7533.
2. Your attention is drawn to the Biodiversity Net Gain Condition within the Decision Notice. The development is subject to the Biodiversity Gain Condition. A Biodiversity Gain Plan needs to be submitted to, and approved in writing by, the Local Planning Authority prior to commencement of development. The application can be made online here: https://www.hinckley-bosworth.gov.uk/info/200249/view_planning_applications_and_decisions/1476/does_the_property_comply_with_planning_conditions.
3. With regard to network capacity, this response only relates to the public waste water network and does not include representation from other areas of Severn Trent Water, such as the provision of water supply or the protection of drinking water quality. Before undertaking any work on site, all applicants must determine if Severn Trent has any assets in the vicinity of the proposed works. This can be done by accessing our records at www.digdat.co.uk Severn Trent Water advise that even if our statutory records do not show any public sewers within the area you have specified, there may be sewers that have been recently adopted under The Transfer of Sewer Regulations 2011. Public sewers and Water mains have statutory protection and may not be built close to, or diverted without consent, consequently you must contact Severn Trent to discuss your proposals. Severn Trent will seek to assist you obtaining a solution which protects both the public sewer and the proposed building. If the development site includes a Vehicle Wash / Petrol Station / Swimming Pool / Industrial Processes, or anything else that may discharge waste other than foul sewage or surface water into the public network, we would strongly recommend the applicant speaks to the Trade Effluent Support Team before requesting a discharge of any drainage related condition. The team can be contacted by email: trade.effluent@severntrent.co.uk
4. Planning Permission does not give you approval to work on the public highway. Therefore, prior to carrying out any works on the public highway you must ensure all necessary licences/permits/agreements are in place. For further information, please telephone 0116 305 0001. It is an offence under Section 148 and Section 151 of the Highways Act 1980 to deposit mud on the public highway and therefore you should take every effort to prevent this occurring.